

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
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## PRINCIPAL CONTENTS.

Erie Railway.....	269
Northern Central Railway.....	270
Baltimore and Ohio Railroad.....	272
Alexandria the Shipping Point for Cumberland Coal.....	272
Rapid Bridge Construction.....	272
Pig Iron Products of the U. S. in 1867.....	273
U. S. Internal Revenue.....	273
Federal and State Securities.....	276
Interest and Dividend Tables.....	274, 278
Railroad Share List.....	281
Stock Exchange and Money Market.....	285
Railroad Earnings.....	277, 288
Hudson River and West Shore Railroad.....	288
Commerce of New York.....	288
Journal of Railroad Law.....	288

## American Railroad Journal.

New York, Saturday, March 21, 1868.

### Erie Railway.

We give below the Reports of Hugh Riddle, Esq., General Superintendent, alluded to in the Report of the Executive Committee of the Board of Directors made to the stockholders on the 9th inst., and which was published by us in our last issue:

OFFICE GENERAL SUPERINTENDENT, }  
NEW YORK, March 3, 1868. }

Hon. JOHN S. ELDRIDGE, President:

SIR—On the 3d of December I addressed a communication to the Vice President recommending the purchase of 5,000 tons of steel rails, and at an interview with you I expressed the opinion that 15,000 to 18,000 tons of rails would be required for the repairs of track during the year 1868.

Since that opinion was given we have passed through three months of unusually severe winter weather and moved more than an average winter tonnage, with the road bed frozen solid as a rock, the rails encased in snow and ice, so that it has been impossible to do much in the way of repairs; the iron rails have broken, laminated and worn out beyond all precedent, until there is scarce a mile of your road, except that laid with steel rails, between Jersey City and Salamanca or Buffalo, where it is safe to run a train at the ordinary passenger train speed, and many portions of the road

can only be traversed safely by reducing the speed of all trains to twelve or fifteen minutes an hour, solely on account of the wornout and rotten condition of the rails. Broken wheels, axles, engines and trains off the track have been of daily, almost hourly, occurrence for the last two months, caused mostly by defective rails. Fully one thousand broken rails were taken from the track in the month of January, while the number removed on account of lamination, crushing or wearing out was much greater. February will will show a still worse record than January.

The failure of rails is confined to no particular make, although there is a difference easily observed between those made at Scranton and those re-rolled at Elmira. The former break readily into many pieces, and by so doing are pretty sure to throw a train from the track; a large number of these rails have broken with less than six months' service, some with scarce one month's wear.

The Elmira re-rolled iron seldom breaks until very much worn, but it does not possess the hardness and durability found in the Scranton iron, when the latter has strength to resist breaking strains.

With the ten miles of track laid with the John Brown Bessemer steel no fault need be found. But one rail has broken during the winter, and no lamination and very little wear is perceptible. Twenty steel rails were laid in Jersey City yard last March, the iron rails adjoining subject to the same wear have been renewed four times since the steel was put down, and I have no doubt the steel rails will outlast three times as many more iron rails.

This winter's experience has satisfied me that the quality and weight of the iron rails in use cannot be depended upon to sustain the traffic of the Erie Railway. Forty two ton locomotives hauling trains of fifty and sixty loaded cars, and passenger engines weighing thirty-seven tons, running at a speed of thirty to forty miles per hour, literally crush and grind out the iron rails beneath them. Instances have been reported to me of rails removed from the track too much worn for safety, when the first imperfection was visible but the day before.

In view of this state of things what is the remedy? Manifestly the adoption of steel rails as far as practicable, and iron rails of superior quality and heavier section, to be followed by the gradual reduction of the weight of engines and cars as new equipment becomes necessary. The tendency of late years has been to larger and more powerful locomotives and heavier, stronger cars, and this has been carried to such an extent as to render them out of all proportion to the strength and durability of track. Especially has this been the fact upon the Erie Railway.

The condition of the iron at the present date is such as to give me much anxiety and apprehension for the safety of trains. We cannot and do not attempt to make the schedule time with our trains; nearly all lose from two to five hours in passing over the road, and it has been only by the exercise of extreme caution we have been able thus far to escape serious accident.

A very large quantity of rails must be laid as soon as the weather will permit and they can be furnished.

In conclusion I desire to modify my estimate of the quantity of rails required for the current year. After a careful observation of the whole road, assisted by information obtained from division superintendents and track masters, I have come to the conclusion that twenty-five thousand tons of rails will be needed to keep up your track in 1868, and I would earnestly recommend that as large a proportion as possible shall be of steel. Very respectfully, your obedient servant,

H. RIDDLE, General Superintendent.

OFFICE GENERAL SUPERINTENDENT, }  
NEW YORK, March 3, 1868. }

Hon. J. S. ELDRIDGE, President:

SIR—A careful review of the present condition of the motive power of the Erie Railway Company enables me to present the following statement for your consideration:

The company own 371 locomotives, of this number about thirty are condemned as entirely useless, and some forty more are of but little value, owing to their long service and general infirmity, being considered unsafe to carry even moderate steam pressure, and are to break down if run long distances. Two hundred and twenty engines have performed over ten years' service, and 143 of that number over fifteen years' service. The master mechanics report 128 of these locomotives as requiring new boilers, and recommend the complete reconstruction of 107 of the number whenever the boilers shall be renewed, or in other words, instead of giving the old engine a new boiler, it is deemed more to the interest of the company to construct a complete new engine, for the following reasons: Most of these engines are of the kind known as half crank engines, an expensive and troublesome class to keep in repair. The engines having been so long in service no dependence can be placed upon the strength and durability of any of their parts. They are of a great variety of patterns, and make it necessary to keep a very large stock of material on hand to provide against breakages, there being something over sixty different kinds of engines on the Erie road.

It will be seen by the foregoing that the company have only three hundred serviceable engines, considerably less than that of really efficient ones.

From fifteen to twenty-five per cent. are in shops undergoing repairs, ordinarily at this season often a larger proportion. Our mechanics estimate the life of an engine at fifteen years. Assuming that to be true we should build twenty every year to keep our three hundred good, to say nothing of the seventy now idle and worthless; but as we have added by purchase and construction only twelve new engines to our stock during the last two years we are at the present moment some twenty-eight engines short of what we should have to make good the depreciation. In view, therefore, of the certain increase of the coal tonnage and probable increase of both through and way traffic I feel justified in saying there should be fifty new locomotives added to the equipment of the road during the next twelve months. In the company's shops at Susquehanna and Dunkirk, if worked to their capacity, with a slight increase of machinery, it is estimated thirty engines per annum can be built, at present we are working only force sufficient to build about one-third that number. The engines built in the company's shops, in point of strength, durability and perfection of workmanship far excel those procured from locomotive builders, and while their cost may fully equal, perhaps exceed the price for which similar engines may be contracted for, I yet deem it good policy to fully employ our own facilities for the construction of engines.

To fill out the number I have ventured to suggest as needed, twenty will be required outside of the company's ability to construct. These I would contract for to be built after specifications and plans to be furnished by the company's officers, and under the inspection of a good mechanic to be selected and paid by the railway company. In this way I think we could obtain satisfactory machines.

I also deem it my duty to recommend an increase of freight and coal cars. Say 300 box freight cars and 100 coal cars in addition to those heretofore ordered.

The coal cars are sure to be needed, and the box freight cars unless the freight traffic should fall off contrary to all expectations. Respectfully your obedient servant,

H. RIDDLE, General Superintendent.

P. S.—Since writing the foregoing report I have learned from General Potter that he is desirous of establishing stock yards at Urbana and Cincinnati, on the line of the Atlantic and Great Western Railway, and taking stock for the New York market that has hitherto gone via Pittsburg, provided the Erie will furnish her full proportion of stock cars. This we cannot do without adding say 200 stock cars to our present number, and to meet this and other demands I would respectfully submit the following estimate for new cars:

300 box cars, at \$800 .....	\$240,000
200 box cattle cars, at \$900 .....	180,000
100 coal dumps, at \$625 .....	62,500

Total.....\$482,500

#### Sioux City and Pacific Railroad.

The Interior Department has recently received the report of the United States Commissioners on the first section of forty-nine and a half miles of the Sioux City and Pacific Railroad, extending from the twentieth mile post south from the initial point in Sioux City to the sixty-ninth and one-half mile post. Forty-seven miles of this section are in a straight line, and the whole section contains thirty-six trestle bridges, with an aggregate length of 6,974 feet, and two Howe truss bridges, one of 160 feet span and the other of 100 feet. There are three water stations and sidings and one culvert. At Sloan, on the twenty-first mile, there are a temporary office and engine house; at Onawa, on the thirty-eighth mile, a depot, freight room, engine house and turn table; and at River Sioux, on the fifty-second mile, there

is a good station. The following rolling stock is now in use: Three locomotives, one express, one way, one office, sixteen box, four stock, five coal, four boarding, twenty flat, nine hand and four dump cars. The telegraph is completed and in operation from Sioux City to the end of the sixty-ninth mile and from there to Missouri Valley Junction. The Commissioners recommend that the section be accepted, and the President has accepted it and ordered the issue of the bonds and patents due to the company.

#### Great Western Railway of Canada.

The Indian Government guarantees 5 per cent. dividend on capital embarked in the Indian railways. The Canadian Government merely loaned their own debentures to the railway companies in that country, and expected them to provide the annual interest on such debentures out of the railway earnings. In 1857, however, the Grand Trunk Company obtained an act to put back the Government interest until the shareholders had received ordinary dividend up to a certain amount. The Great Western are now endeavoring to obtain a similar privilege. It would not be a very great concession on the part of the Canadian Government to make, seeing the extensive benefits Canada as a country has derived from her railways, while to the Great Western it would be a great advantage, for it would relieve the revenue past and present of the burden of £35,000 per annum. Whatever the result the position of the company must be improved.—*Herapath.*

#### Sussex (N. J.) Railroad.

In the suit between this company and the Morris and Essex Railroad Company, the Chancellor has decided that the latter company must pay the drawback or per centage of twenty-five per cent. on the passengers and thirty per cent. on freight of the gross receipts of the Morris and Essex Company for their proportion of the joint business. The Chancellor ruled that the contract applied as well to the extensions between Newark and Hoboken, and between Hackettstown and Phillipsburg, as to the original road.

#### Northern Central Railway.

The earnings of this Railway, Main Line, for the year ending December 31st, 1867, were:

From freights.....	\$1,795,312 29
" passengers .....	651,297 81
" express .....	73,144 00
" U. S. mails .....	25,450 01
" sundry sources.....	130,880 50

Total Main Line.....	\$2,676,084 61
" Wrightsville Branch.....	31,227 92
" Shamokin Division .....	280,452 08
" Elmira Division .....	395,149 48
" Chemung Division .....	127,537 35
" Canandaigua Division .....	180,416 72

Total gross receipts.....\$3,690,868 16

The operating expenses were:

Main Line.....	\$1,556,538 71
Wrightsville Branch..	24,890 03
Shamokin Division...	172,640 74
Elmira " .....	390,811 60
Chemung " .....	117,259 41
Canandaigua " .....	216,568 96
	<hr/> 2,478,709 45

Net revenue.....\$1,212,158 71

Which has been applied to the payment of

Interest on funded debt.....	\$443,863 04
Dividends to stockholders.....	366,475 00
Tax on capital stock and dividends..	35,239 35
Rent of leased roads.....	295,148 28
Appropriation to sinking fund .....	53,000 00

Total payments.....\$1,193,720 67

The working expenses of the Main Line were 58.16 per cent. of the receipts, being 7.2 per cent. less than the preceding year; and the working expenses of the Main Line and Branches were 67.1 per cent. of the receipts.

The average rate received for the transportation of freight was 2.4 cents per ton per mile; a reduction of 0.9 of a cent per ton from the rates received for the previous year. For each mile run, the average cost for repairs, fuel, and stores for locomotives, was 23.45 cents; for the previous year the cost for the same items was 32.69 cents for each mile run. Showing a reduction in this year of 9.24 cents in this item of expenditure.

The usual payments have been made to the sinking fund during the year. In the fund for the redemption of the loan of \$2,500,000, due in 1885, there is now invested \$375,000 in that loan. In the general sinking fund, which was established in 1865, there is now invested \$207,500, a sum more than sufficient to pay off the loans due in 1870 and 1871.

During the past year we have purchased the Jackson wharf property in Baltimore, and have erected upon it an extensive warehouse. This was rendered imperatively necessary by the increase of business to the West and North. We find that it adds very much to the convenience of shippers, and will tend to increase our receipts.

The track has been maintained in good condition: additions have been made to the capacity of the road by increasing the sidings; there has been erected a freight depot at Selin's Grove; a freight and passenger station has also been built at Liverpool; we have expended \$43,752 95 in completing the Dauphin Bridge; and extensive trestles have been erected at Sunbury for the transfer of coal from cars of the Shamokin Branch to return cars for the Elmira Division. We intend to transport the coal going north in box cars, (which would otherwise be hauled back empty,) so far as they will meet the demand. This will enable us to transport the coal at a less cost than heretofore, and must be largely advantageous to us in the future of this growing trade.

Our business has grown so rapidly within a short space of time, and so much expenditure has been necessary to perfect the track, extend sidings, and furnish equipment, that we have delayed, as far as we could, the building of shops for the repair of engines and cars. Additional shops have now become an urgent necessity, and we propose during the present year to erect suitable buildings for that purpose at Sunbury.

During this year we have added to the equipment: 7 locomotives, 2 passenger cars, 2 baggage cars, 25 box cars, 29 gondola cars, 34 lime cars, and 377 coal cars, at a cost of \$265,134 41. And we have already contracted to have delivered in the early part of this year: 10 locomotives, 100 stock cars, and 500 coal cars.

We have purchased and put into the track some additional steel rails. Our experience, so far, with steel rails has been satisfactory, and we regret that we have not the ability to use them exclusively in the renewal of the track. As the tires on the locomotives have worn out they have been replaced by steel tires, and the change has been found to be an economical one.

The operations of the leased roads have been much more satisfactory than during the preceding year. The increase of tonnage from them has added materially to the business of the Main Line, and the arrangements lately consummated for securing additional trade from the West and Northwest, are such, that we feel that the time is not far distant when we will be benefitted, not only by the trade which they add to the Main Line, but that the increase will make them self-sustaining, and they will become a source of direct profit, as the Shamokin Division has been since the commencement of its lease by this company.



The increase in the coal trade for the past year over that of the preceding year has been large, the coal transported in 1867, amounting to 453,919 tons, against 303,189 tons in 1866, an increase of 150,730 tons. Of this increase, 49,166 was carried to Baltimore, and 101,564 tons to local stations. The remaining increase of tonnage, amounting to 147,641 tons, has been mainly from points on the line of the Elmira and Canandaigua Divisions and from points on the Lakes. We have been making every effort to increase the tonnage, and have done so by reducing the rates of freight to the lowest point consistent with your interests. If this policy meets with your approval we shall continue it, feeling assured it is the best possible policy to pursue to enhance the value of your property.

As the receipts incident to the inflation of trade produced by the war are no longer perceptible in our business, a comparison of the business of this road for the year just closed with that of the year immediately preceding the war will be interesting.

In the year 1860 the entire receipts of the road were.....\$964,621 30  
The expenses were.....717,265 64

And the net revenue was .....\$247,355 66  
In 1867 the gross receipts were.....\$2,676,084 61  
Expenses.....1,556,538 71

Showing net earnings amounting to \$1,119,545 90

The net earnings of 1867 are \$154,924 60 in excess of the entire earnings in 1860; and the comparison shows an increase of 177 per cent. in the gross earnings and of 452 per cent. in the profits. The number of passengers carried in 1860, was 287,630, while in 1867 we carried 655,651.

The system of keeping our accounts having been entirely changed in 1863, an accurate comparison of the freight tonnage cannot be made between the two years of 1860 and 1867, but we give the number of tons of freight moved annually—beginning with 1863, to the present time.

Tons moved in 1863.....552,682  
" in 1864.....746,674  
" in 1865.....746,043  
" in 1866.....891,693  
" in 1867.....1,190,064

The number of miles of the roads now leased and operated by this company is greater than that of the Main Line. The different charters under which those roads exist, and the necessity for keeping the accounts of each separately so long as they are but leased roads, makes the management of them by the officers of the company much more laborious, and involves the employment of a much greater clerical force than there should be any necessity for. The management of the line could be greatly simplified if all the companies were consolidated; and we suggest the appointment of a committee of stockholders to take the subject into consideration and report such a plan as they may deem best for all the parties interested for carrying this project into effect. Could such a project be carried to a successful conclusion, this company would then possess a continuous trunk line 325 miles in length, with 41 miles of branch roads.

It has required a large outlay of capital to furnish the equipment necessary to meet the demands of the increased tonnage. So far we have met the demands of the trade, with perhaps the exception of that of coal. This business, by giving the proper facilities can be largely increased; and it is our intention this year to make an effort to furnish it every facility.

This we can do in the local trade, but we will be unable to add very much to the through trade to Baltimore, unless the means for reaching the manufacturing portions of the city are improved. It is not in coal alone that our trade would increase, but, if we could get into and through the city, instead of being confined to a limited portion of it, we could add largely to our shipments of grain, coal, oil and lumber; and by so increasing

the amounts of our shipments we could afford to cheapen the transportation of these articles, and consequently cheapen them to the consumers.

To attain this end, so desirable in every view, we need but the co-operation of the city authorities, and we are led to hope from the character of the gentlemen now controlling the affairs of the city, that they will be actuated by a desire to add to her prosperity; and their wisdom will enable them to see that, by granting facilities to the railroads terminating within its limits, they will secure this result. Baltimore possesses all the natural advantages required to make it a very large city, and this railway has a location second to none other. And, reaching as it does the best coal fields in the world; by its connections commanding a full proportion of the traffic of the West and the lakes; with its road in excellent condition and fully equipped; it wants but fair treatment at the hands of the municipal authorities to enable it to treble its business, and thus do its full share towards the growth and commercial prosperity of its terminal city.

Receipts and expenditures for the year ending December 31, 1867.

Receipts, as above.....	\$3,690,868 16
Interest on investments.....	4,258 82
Interest on sinking fund.....	20,779 85
Capital stock.....	180,000 00
Bonds.....	340,000 00
Real estate.....	6,993 00
	<hr/>
	\$4,192,899 83
Expenditures, as above.....	\$2,478,709 45
Interest account.....	443,863 04
Dividends on capital stock.....	366,475 00
Discount on bonds.....	47,142 98
Taxes on capital stock and dividends	35,239 85
Rent of Wrightsville, York and Gettysburg R. R. Co.....	4,700 82
Rent of Shamokin Valley and Pottsville R. R. Co.....	100,442 46
Rent of Elmira and Williamsport R. R. Co.....	165,000 00
Rent of Elmira, Jefferson and Canandaigua R. R. Co.....	25,000 00
Sinking funds—appropriations.....	53,000 00
Sinking funds—interest and discount accrued.....	34,298 75
Construction.....	134,823 33
Real estate.....	17,295 17
Equipment.....	265,134 41
Cash liabilities—decrease.....	22,275 07
	<hr/>
	\$4,192,899 83

#### FINANCIAL STATEMENT, December 31, 1867.

Assets:	
Railway.....	\$8,810,754 60
Canton Extension.....	342,182 02
Real estate.....	514,478 07
Equipment.....	1,648,095 82
	<hr/>
	\$11,315,510 51
Sinking fund for loan due in 1885.....	375,000 00
General sinking fund.....	207,500 00
Cash.....	\$377,005 35
Passenger agents.....	3,621 50
Freight.....	99,898 52
Post Office Department.....	11,046 87
Foreign roads—freight account.....	7,241 91
Bonds, stock and debt of Wrightsville, York and Gettysburg R.R. Co.....	123,227 61
Bonds of Northern Central Railway Co.....	5,929 54
Bonds of Warren and Franklin Railway Co.....	5,873 50
Individuals and corporations.....	217,964 12
Materials and supplies.....	312,631 95
	<hr/>
	1,165,140 87
	<hr/>
	\$13,063,151 38

#### Liabilities:

Capital stock.....	4,648,900 00
First mortgage bonds of York and Cumberland R. R. Co.....	175,000 00
Second mortgage bonds of York and Cumberland R. R. Co.....	25,000 00
Third mortgage bonds of York and Cumberland R. R. Co., guaranteed by City of Baltimore.....	500,000 00
First mortgage loan of Northern Central Railway Co. from State of Maryland, in release of loans to Baltimore and Susquehanna R. Co., irredeemable.....	1,500,000 00
Second mortgage bonds of Northern Central Railway Co.....	2,500,000 00
Third mortgage bonds of Northern Central Railway Co.....	1,064,500 00
	<hr/>
	\$10,413,400 00
Bills payable.....	\$1,157,036 34
Interest, dividends, &c., accrued.....	240,619 41
Interest, coupons.....	11,131 50
Pay rolls & vouchers.....	391,588 96
Foreign roads—passenger account.....	12,272 04
	<hr/>
	1,812,648 25
	<hr/>
	\$12,226,048 25
Profit and loss account.....	837,103 13
	<hr/>
	\$13,063,151 38

President.—J. D. CAMERON.

Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A. Scott, Jacob P. Jones, Wistar Morris, John A. Wright, S. M. Shoemaker.

Vice President.—C. G. MILLER.

Secretary.—ROBERT S. HOLLINS.

Treasurer.—JOHN S. LEIB.

Auditor.—STEPHEN LITTLE.

Gen'l Superintendent.—J. N. DUBARRY.

#### Union Pacific Railroad.

At the annual meeting of the stockholders of the Union Pacific Railroad Company, held at their offices, No. 20 Nassau street, March 11, the old Board of Directors was unanimously re-elected, as follows:

Oliver Ames,	T. C. Durant,
John J. Cisco,	H. S. McComb,
Chas. A. Lambard,	Sidney Dillon,
John F. Tracy,	Benj. E. Bates,
John Duff,	C. S. Bushnell,
Josiah Bardwell,	Wm. H. Macy,
F. G. Dexter,	John B. Alley,
Ebenezer Cook,	

The Directors on the part of the Government are:

Geo. Ashmun,	Samuel McKee,
Jesse L. Williams,	James S. Rollins,

At a subsequent meeting of the Directors, Oliver Ames was re-elected President, T. C. Durant, Vice-President, and John J. Cisco Treasurer.

#### Central Ohio Railroad.

At a meeting of the stockholders of the Central Ohio Railroad Company, held at Zanesville, on the 4th of March, the following gentlemen were elected directors for the ensuing year, viz: Hugh J. Jewett and Daniel Applegate, of Zanesville; Wm. Dennison and Joseph R. Swan, of Columbus; Simon Gephart, of Dayton; Wm. H. Clement, of Cincinnati; J. H. Heaton, of St. Clairsville; John King, Jr., Joseph W. Jenkins, Joseph H. Rieman, Walter B. Brooks and James Harey, of Baltimore. The new board re-elected Hon. H. J. Jewett President of the company.

**Lake Superior Copper Mines.**

The products of the Lake Superior Copper Mines in 1867, were as follows:

**Portage Lake District.**—Pewabic, 1,173 tons, 1,484 lbs.; Quincy, 1,119, 1,124; Franklin, 962, 1,408; Calumet, 590, 1,484; Huron, 562, 1,067; Isle Royale, 508, 002; Hancock, 350, 439; Hecla, 332, 1,188; Shelden Columbian, 315, 1,375; Grand Portage, 310, 1,269; Albany and Boston (four months) 65, 1,724; Concord (six months) 47, 008; Douglass (five months) 46, 468; South Pewabic (one month) 38, 1,625. Total, 6,424, 565, against 5,650, 1,746 in 1866—a gain of 773 tons, 818 pounds.

**Keweenaw District.**—Copper Falls, 1,080 tons, 1,077 lbs.; Pittsburg and Boston, 938, 1,479; Central, 783, 1,714; Pennsylvania, 311, 877; Phoenix, 225, 517; Bay State, 174, 011; St. Clair, 116, 1,055; Amygdaloid, 107, 1,620; Etna, 58, 1,623; Madison, 15, 000; Eagle River, 5, 1,501; Clark, 5, 1,303; Mendota, 2, 000. Total, 3,801, 777, against 3,023, 691, in 1866—a gain of 778 tons, 086 lbs.

**Ontonagon District.**—Evergreen Bluff, 329 tons, 832 lbs.; National, 324, 364; Minnesota, 287, 807; Knowlton, 189, 1,267; Ridge, 128, 1,669; Rockland, 84, 1,613; Ogima, 59, 678; Caledonia, 49, 1,697; Superior, 32, 169; Flint Steel River, 14, 114; total, 1,569 tons, 1,210 lbs., against 1,701, 1,250, in 1866—a loss of 192 tons, 40 lbs.

**Baltimore and Ohio Railroad.**

The regular monthly meeting of the directors of this company was held in Baltimore on the 11th inst., J. W. Garrett, Esq., President, in the chair. The committee on transportation recommended a material reduction in the tariff on coal, to take effect on the 16th of March instant. The reductions embraced in the resolution of the committee on transportation were as follows:

Forty cents per ton of 2,000 pounds from Cumberland and Piedmont to Baltimore, and fifty cents per ton of 2,000 pounds on gas coals from Newburg, Fairmont and Clarksburg, with corresponding reductions of way rates upon the main stem and the branches.

The President stated that looking at the great advantages which it was hoped this important change in the tariff would accomplish, he was prepared to recommend the adoption by the board of the resolution of the committee. Forty cents per 2,000 pounds amounted to a deduction of about 45 cents per long ton, and on gas coals the deduction of 50 cents per 2,000 pounds was equal to 60 cents per long ton. Upon the quantity of coal now being transported upon the road these reductions would amount to a difference in the net earnings of the company of fully \$600 per day.

Up to this period the company has not reduced the high prices paid for a length of time for labor, and has been unable to economize to any material extent in the cost of materials and the general expenses of working the road. The board must, therefore, anticipate a material increase in the ratio of working expenses, and such reduction of the gross rate, with the limited decrease of expenses, must, of course, result in a large decrease of net earnings. The board, however, had uniformly made every effort to increase and develop this important interest, and to aid supplying coal to those using it at the lowest possible price, including the manufactories of large capacity, which were becoming much more numerous in Baltimore, as well as the steamship and other varied and important interests that would be largely benefited by the reduction. The expectation might be justly entertained that a large increase to the trade of the company, as well as the better results for the numerous enterprises affect-

ed by the reduction, would ultimately justify the action taken.

It is understood that the eastern markets generally are bare of both semi-bituminous and gas coals, and although the decrease of charge proposed is larger than has been anticipated by the trade, and presents a very low figure, viz: but \$2 30 per ton from Cumberland to the shipping wharves at Locust Point, yet these facts strengthen the hope that so large a business may follow as to measurably remunerate for the heavy reduction in the rates for transportation. The company can use effectively its entire line of double track for the traffic of the present season, and has a very large equipment of both locomotive and coal cars. The President, therefore, trusted that such an extent of business would be commanded as, when taken in connection with the general benefits that would be diffused by the reduction, would prove the action proposed to be judicious.

Subsequent to the remarks of the President the vote was taken upon the resolutions proposed by the committee on transportation, and the tariff, as recommended, adopted, to take effect as stated.

After the transaction of the regular and all other business presented, the board adjourned.

**Alexandria the Shipping Point for Cumberland Coal.**

The completion of the "Aqueduct" of the Alexandria Canal crossing the Potomac River at Georgetown, connecting the Chesapeake and Ohio Canal with a direct channel to the port of Alexandria, will relieve the coal trade of the annoying delays which have at times so seriously hampered it, growing out of the insufficiency of facilities for transshipment at Georgetown, and no doubt increase the canal traffic to a very considerable extent beyond what has already been developed; and the commercial interests connected with it will participate in the benefits that must flow from the increase of disbursements required to move the products of the mines to tide water.

The Aqueduct referred to has been rebuilt in so substantial a manner, and with such perfectness of symmetry, combining in the Howe Truss all that is necessary for the purposes, that it commands the admiration of all who have seen it, comparing very favorable with any like structure in this country.

The Contractors, Messrs. A. B. BURTON & Co., of Philadelphia, may well be satisfied with their labor, as it stands to-day a monument to their skill and genius. Growing out of a controversy with some riparian owners in Georgetown, as to the legality of the structure in its present position and elevation over the River Potomac, Judge Carter, in the United States District Court, has just decided that it is a legal structure, fortified by more legislative sanctions than any other corporate structure of which he has knowledge. This will interest all large coal dealers in Northern ports.

The effect of it will be to make Alexandria the shipping point for Cumberland Coal hereafter, as it was before the war.

**The Steen Locomotive.**

A locomotive, built on a new plan, with very important improvements, intended for the Girard Coal and Iron Company, of Ohio, is just being finished at Mr. R. H. Leeky's shop. The engine weighs only five and a half tons, has no pitman nor connecting rods, but the power is transmitted direct from the piston to the driving wheels, obviating dead points. A further advantage is, that the gearing can be so set as to give, with a velocity of even ninety strokes a minute, a speed of only three miles an hour.—*Pittsburg Chronicle*.

**Rapid Bridge Construction.**

Under this heading, Mr. T. C. Clarke, Assistant Engineer Quincy Bridge, has replied through the columns of the *American Railway Times*, to an article which appeared in the *AMERICAN RAILROAD JOURNAL*, of February 22d, in reference to the rapid construction of the Bridge over the Great Miami, in which he says:

You give in your paper of February 29 an example of what you justly call a rapid feat in railway construction, in building a bridge across the Miami, of three spans of iron of 210 feet each, and four piers, in 120 days. Although I am opposed on principle to extolling rapidity of construction, believing that thoroughness is often sacrificed to it by our fast people, yet I cannot refrain from telling you what progress we have made with our bridge across the Mississippi at this point. The bridge is, as you are aware, of iron on stone piers; the total length is about 3,870 feet; and there is besides more than a mile of heavy embankment and trestling connected with the work. Since the first of September last (at which time the extraordinary flood of 1867 had sufficiently subsided to allow of submarine construction,) we have completed two abutments and six piers, have put in foundations, and have carried the masonry to a height of from twelve to fifteen feet above water of twelve piers, and have put in foundations ready for masonry of five piers. We have also sunk the foundation of one pivot pier in mid-channel, consisting of four iron tubes, to the bed rock, forty feet below water. Thus we have put in twenty-six foundations, completed eight and partly built twelve piers during 163 working days. We have also raised one span of 200 feet, and built considerable embankment and trestle work. If we are as much favored by weather and absence from disaster as we have been, we shall run trains across the river before September 1 of the present year. Everything is being done in the most substantial manner, and the structure when completed will be one of the strongest bridges in the world.

Under the old-fashioned system of construction by coffer-dams, the work above described could not have been done in less than three years. The rapidity of modern construction can be explained by one word—India-rubber. It is to the use of this versatile gum in the shape of the tube which supplies air to the divers, and forms their dresses, that we are able to work under with as much accuracy, and nearly as fast, as above it.

**New Railroad from St. Louis to Indianapolis.**

ST. LOUIS, Mo., March 13.—A delegation of Eastern Railroad men, including Ex-Governor Dennison, of Ohio; J. L. Jewett, of the Pittsburg, Columbus and Cincinnati road; Thomas A. Scott, and G. B. Roberts, of the Pennsylvania Central; B. E. Smith, President of the Chicago, Columbus and Indianapolis road; R. W. Thompson, M. K. Edwards, W. R. McKeon, of Indiana; John A. Schofield, of Illinois; and W. D. Wood, of Pittsburg, are in the city on business connected with the construction of a new road from St. Louis to Indianapolis via Vandalia, Illinois. They will open an office in this city, and put into effect vigorous measures for the speedy completion of a great through route to the East.

Mr. William W. Longstreth, for the last three years President of the Lehigh Valley Railroad Company, and for several years previously President of the Beaver Meadow Railroad Company before its consolidation with the Lehigh Valley Company, has resigned his office. He is succeeded in office by the Hon. Asa Packer, assisted by the Hon. Charles Hartsborne as Vice President.



**Pig Iron Product of the United States in 1867.**

The following statement exhibits the quantity of anthracite pig iron made in the United States during the years 1866-'67, in tons of 2,000 pounds:

	1866.	1867.
Massachusetts.....	3,606	3,500
New York.....	118,274	145,417
New Jersey.....	40,680	36,919
Pennsylvania.....	573,759	586,584
Maryland.....	13,048	12,363
	749,367	784,783

The production of raw coal and coke pig during the same period has been as follows: In 1866, 268,996 tons; in 1867, 318,647 tons.

Of charcoal pig iron the production was, in 1866, 332,780 tons; and in 1867, 344,341 tons—making the total of pig iron as follows:

	1866.	1867.
Anthracite pig iron.....	749,367	784,783
Run coal and coke iron.....	268,996	318,647
Charcoal iron.....	332,780	344,341
Total.....	1,351,143	1,447,771

Of rails, there were manufactured in 1866, 430,778 tons, and in 1867, 461,420 tons.

	Tons.
The product, other than rails for 1866, was	
Merchant bar and rod.....	276,192
Sheet.....	34,069
Plate.....	71,507
Hoop.....	16,459
Nails and spikes.....	147,625
Axles and other.....	49,559
Total.....	595,411

The product of the forges was as follows: for 1866, 73,555 tons; for 1867, 73,073 tons. As near as we are able to estimate, the proportion of the above made direct from the ore was in 1866, 36,500 tons, and in 1867, 35,800 tons, making the grand total production of iron from the ore in 1866, 1,387,643 tons; in 1867, 1,483,571 tons.

Returns to be received will no doubt slightly modify the figures for 1867—those for 1866 are substantially correct.—*Bulletin of the American Iron and Steel Association, March 4.*

**U. S. Internal Revenue.**

The following is a brief statement of the entire receipts from internal revenue in the United States in each of the last fiscal years:

	1866.	1867.
Manufactures & products.....	\$178,356,661 37	\$146,223,673 66
Gross receipts..	11,262,429 82	7,444,719 00
Sales.....	4,002,282 91	4,114,075 47
Special taxes..	18,038,097 71	18,186,446 50
Income.....	72,982,159 08	66,014,429 34
Legacies.....	924,823 97	1,228,744 96
Successions.....	246,154 88	636,570 19
Schedule A....	1,693,122 73	2,116,674 37
Bank circulation and deposits..	3,464,038 05	2,046,562 46
Passports, &c...	31,759 00	28,217 00
Slaughtered animals.....	1,291,570 51	262,210 75
Special income tax.....	452,550 09	.....
Fines, penalties, &c.....	1,142,853 20	1,459,170 80
Stamps.....	15,044,373 18	16,094,718 00
Special Treasury agents.....	1,974,107 72	64,262 15
Total.....	\$310,906,984 17	\$265,920,474 65

**F. C. ARMES, Esq.**, recently Chief Engineer on the Northern Central Railway, has been appointed Chief Engineer in the construction of the railroad between Columbia and Port Deposit. Residence at Columbia.

**New Railroad Line from New Orleans to New York.**

The New Orleans correspondent of the Chicago *Tribune* says that "the Wills Valley Railroad, forming a part of the line of the projected New Orleans, Mobile and Chattanooga Railroad, will be pushed forward into Alabama, between this and the first of July next. New York as well as New Orleans capital is embarked in the enterprise. Another railroad project is an air line railroad from New York to New Orleans. The gap betwixt Selma, Alabama and Dalton, Ga., is nearly finished, and looking to this end the President of the New Orleans and Selma road, Colonel R. M. Robertson, is having a survey pushed through to this point, and is here now just from a canvass of the route for donations of land. He reports a lively interest, and thinks as much as a million or eleven hundred thousand acres will be obtained to form a basis of operations. This line will bring us one hundred and seventy miles nearer New York than any other, and is looked upon by some of the most prominent New York capitalists as the line to force its way at an early day to Matatlan, on the Gulf of California. This line is strongly backed by those interested in all the roads from Selma, Ala., to New York."

**Pork and Beef Packing.**

The following table shows the number of hogs packed in Chicago and Cincinnati for sixteen seasons:

HOGS PACKED IN CHICAGO AND CINCINNATI.			
Season.	Chicago.	Cincinnati.	
1852-'3.....	48,157	361,000	
1853-'4.....	52,840	421,000	
1854-'5.....	73,694	355,786	
1855-'6.....	80,380	405,396	
1856-'7.....	74,000	344,512	
1857-'8.....	99,262	446,677	
1858-'9.....	185,000	382,826	
1859-'60.....	167,918	434,460	
1860-'1.....	231,335	433,799	
1861-'2.....	544,118	474,167	
1862-'3.....	970,264	608,458	
1863-'4.....	904,658	370,600	
1864-'5.....	750,147	350,600	
1865-'6.....	501,462	354,079	
1866-'7.....	635,732	462,610	
1867-'8.....	801,299	355,831	

**BEEVES PACKED IN CHICAGO.**

Season.	No.	Season.	No.
1852-'3.....	21,663	1860-'1.....	25,209
1853-'4.....	25,431	1861-'2.....	55,212
1854-'5.....	22,691	1862-'3.....	42,163
1855-'6.....	28,972	1863-'4.....	70,086
1856-'7.....	14,938	1864-'5.....	92,495
1857-'8.....	34,675	1865-'6.....	23,728
1858-'9.....	45,505	1866-'7.....	26,993
1859-'60.....	51,899	1867-'8.....	33,352

**Winchester and Potomac Railroad.**

At the recently monthly meeting of the Baltimore Board of Trade, the following resolution was unanimously adopted:

"Resolved, That the board of trade regard the early construction of the proposed railroad between Winchester and Strasburg as of paramount importance to the city of Baltimore, and they confidently recommend and urge upon the part of their citizens the subscriptions necessary to build it."

This road is a link of only nineteen miles, and will cost \$400,000, of which subscriptions amounting to \$150,000 are already made. When finished, it will present an unbroken line of rail, connecting with the Baltimore and Ohio Railroad at Harper's Ferry, through the Valley of Virginia to Harrisonburg, affording to that rich and highly

cultivated section a cheap and expeditious route to Baltimore.

**Lima and Logansport Railroad.**

Articles of association of this corporation were filed in the office of the Secretary of State of the State of Indiana on the 3d of February. This company has a capital of \$2,000,000. The proposed line will run from Lima, Ohio, through the counties of Adams, Wells, Huntington, Wabash, Miami and Cass, to Logansport, Indiana, a distance of eighty miles.

**Cedar Falls and Minnesota Railroad.**

It is confidently expected that this road will be in running order from Cedar Falls to Charles City on the first of September next. All the grading is done to Nashua, and the balance, between Nashua and Charles City, is now being finished. Bridges, ties, and everything necessary to prepare for laying the iron is now being furnished.

**Southwest Pacific Railroad.**

St. Louis, March 14.—The lower House of the Missouri Legislature yesterday passed what is known as the Fox-Baker bill, which gives the Southwest Pacific Railroad, in this State, to a number of Eastern capitalists, including some of the Fremont bondholders and several St. Louis gentlemen, who are to give all the rights and franchises of the road, including the lands, and are to complete it to the State line within a specified time.

**Toledo, Akron and Atlantic Railroad.**

This company was incorporated on the 28th of February last under the laws of the State of Ohio, with a capital of \$2,000,000 in shares of \$50 each, for the purpose constructing a railroad from Toledo to Akron, passing through the counties of Lucas, Wood, Sandusky, Seneca, Huron, Lorain, Medina and Summit. The corporators are: George W. Davis, Matthew Brown, J. K. Secor, Charles A. King, John R. Osborne, David L. King and Geo. T. Perkins.

**Atlantic and Toledo Railroad.**

This company was incorporated, under the laws of Ohio, on the 28th of February, for the purpose of building a railroad from Toledo to West Salem, passing through the counties of Lucas, Ottawa, Sandusky, Huron, Ashland, Medina and Wayne; capital stock, \$2,000,000, in shares of \$50 each, George W. Davis, Matthew Brown, Chas. A. King, J. K. Secor and John R. Osborne are the corporators.

The line of the American Central Railway from Fort Wayne to Kankakee, is now being surveyed by the engineers of the Pittsburg, Fort Wayne and Chicago Railway Co., which company will construct and equip the first 50 miles westward at their own expense, and break ground on the 1st of next May.

We learn from St. Louis that the St. Louis and Illinois and Illinois and St. Louis Bridge Companies have been consolidated, and that the work of bridging the Mississippi at that point will be pushed to a speedy completion. A new Board of Directors has been formed from the two old Boards, with C. Dickson, as President, Robert P. Tansey Secretary, *pro tem.*, and Capt. James B. Eads, Chief Engineer. Capt. Eads plan has been adopted.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.
Albany & Susquehanna.....	1,675,139			Hartford and New Haven.....	1,000,000	J. A. J. & O.	Jan. '68 3	Portl., Saco & Portland.....	1,500,000	J. & D.	Dec. '67 3	Portl., Saco & Portland.....	1,500,000	J. & D.	Dec. '67 3
Allegheny Valley.....	1,498,400			Hannibal and St. Joseph.....	1,900,000			Providence & Worcester.....	1,800,000	J. & J.	Jan. '68 4	Providence & Worcester.....	1,800,000	J. & J.	Jan. '68 4
Alton and St. Louis.....	125,000	J. A. J. & O.	Oct. '67 13	Do. do. pref. 100	5,233,830			Reading and Columbia.....	65,015			Reading and Columbia.....	65,015		
Atlanta and West Point.....	1,232,300	J. & J.	Jul. '67 34	Hanover Branch.....	116,850	M. & N.	Nov. '67 5	Rensselaer and Saratoga.....	2,000,000	A. & O.	Apr. '68 3	Rensselaer and Saratoga.....	2,000,000	A. & O.	Apr. '68 3
Atlantic & N. Carolina.....	5,545,225			Housatonic.....	820,000			Richmond and Danville.....	800,000			Richmond and Danville.....	800,000		
Atlantic & Gt. Western.....	1,622,150			" pref. 100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg.....	847,000			Richmond and Petersburg.....	847,000		
" " pref. 50	1,919,000			Hudson River.....	13,937,100	A. & O.	Oct. '67 4	Rich., Fred. and Potomac.....	1,041,800			Rich., Fred. and Potomac.....	1,041,800		
Atlantic & St. Lawrence.....	2,494,900	J. & J.	Jan. '68 2	Hazleton.....	50	F. & A.	Feb. '68 3	Rockport.....	88,460			Rockport.....	88,460		
Augusta and Savannah.....	733,700	J. & J.	Jul. '67 34	Huntingdon & B'd Top.....	494,330			Rome, Watert. and Ogden.....	2,385,500	J. & J.	Jan. '68 5	Rome, Watert. and Ogden.....	2,385,500	J. & J.	Jan. '68 5
Baltimore and Ohio.....	16,181,962	A. & O.	Oct. '67 4	" pref. 50	190,750	J. & J.	Jan. '68 3	Rutland preferred.....	1,700,000			Rutland preferred.....	1,700,000		
Do. Washington Br. 100	1,650,000	A. & O.	Oct. '67 5	Illinois Central.....	23,386,150	F. & A.	Feb. '68 5	St. L., Alt. and T. Haute.....	2,800,000			St. L., Alt. and T. Haute.....	2,800,000		
Baltimore City Passenger.....	870,000			Indianapolis, Cin. & Lafayette.....	1,689,900	M. & F.	Sep. '67 4	" " pref. 100	1,700,000	Annual.	Mar. '67 7	" " pref. 100	1,700,000	Annual.	Mar. '67 7
Boston and Chelsea.....	110,000	A. & O.	Oct. '67 4	Jefferson, Mad. & Ind.....	2,000,000	J. & J.	Jan. '67 3	St. L., Jack'nv. and Chic'o.....	1,499,429			St. L., Jack'nv. and Chic'o.....	1,499,429		
Bellefontaine Line.....	4,420,000	F. & A.	Aug. '67 3	Joilet and Chicago.....	1,600,000	J. A. J. & O.	Oct. '67 13	Sandusky and Cincinnati.....	2,085,000			Sandusky and Cincinnati.....	2,085,000		
Belvidere Delaware.....	997,112			Joilet and North. Indiana.....	300,000	J. & J.	Jan. '68 4	" " pref. 100	393,078	M. & N.	Nov. '67 1	" " pref. 100	393,078	M. & N.	Nov. '67 1
Berkshire.....	600,000	J. A. J. & O.	Jan. '68 13	Lackawanna & Bloomsb.....	1,325,000			Sand, Manef. and Newark.....	900,000			Sand, Manef. and Newark.....	900,000		
Blossburg & Corning.....	250,000	J. & O.	Dec. '67 12	Lehigh and Mahanoy.....	50	J. & J.	Jan. '67 6	Saratoga and Hudson R.....	1,020,000			Saratoga and Hudson R.....	1,020,000		
Boston, Concord & Mont. 100	459,000			Lehigh and Susquehanna.....	5,104,005	M. & N.	May '67 16	Saratoga and Whitehall.....	500,000	A. & O.	Apr. '68 3	Saratoga and Whitehall.....	500,000	A. & O.	Apr. '68 3
Do. do. pref. 100	1,340,400	M. & N.	Nov. '67 8	Lehigh Valley.....	50,173,100	J. A. J. & O.	Jan. '68 21	Savannah and Charleston.....	1,000,000			Savannah and Charleston.....	1,000,000		
Boston and Lowell.....	1,830,300	J. & D.	Dec. '67 1	Lehigh Luzerne.....	244,650	J. & J.	Jan. '68 4	Schuylkill and Susqueh.....	1,269,150			Schuylkill and Susqueh.....	1,269,150		
Boston and Maine.....	4,076,974	J. & J.	Jan. '68 5	Lexington & Frankfort.....	614,646	M. & N.	Nov. '67 3	Second and Third St. (Ph.) 50	293,757	J. @ J.	Jan. '68 5	Second and Third St. (Ph.) 50	293,757	J. @ J.	Jan. '68 5
Boston and Providence.....	3,660,000	J. & J.	Jan. '68 5	Little Miami.....	50	J. & D.	Dec. '67 4	Schuylkill Valley.....	50	J. & J.	Jan. '68 5	Schuylkill Valley.....	50	J. & J.	Jan. '68 5
Boston and Worcester.....	4,560,000	J. & J.	Jan. '68 5	Little Schuylkill.....	2,646,100	J. & J.	Jan. '68 2	Seaboard and Norfolk.....	868,200			Seaboard and Norfolk.....	868,200		
Broadway (Boston).....	3,250,000			Lomb. and South St. (Ph.) 25	90,000			Second Avenue (N. Y.).....	670,000	A. & O.	Oct. '66 3	Second Avenue (N. Y.).....	670,000	A. & O.	Oct. '66 3
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	Jul. '67 5	Long Island.....	8,000,000	F. M. A. N.	Aug. '66 2	Shenandoah and Potomac.....	869,450	F. & A.	Feb. '68 5	Shenandoah and Potomac.....	869,450	F. & A.	Feb. '68 5
Brooklyn City.....	394,000	F. & A.	Aug. '67 3	Long Branch & Sea Shore.....	95,194			Sixth Avenue (N. Y.).....	750,000			Sixth Avenue (N. Y.).....	750,000		
Brooklyn City & Newt'n.....	850,000	M. & N.	Nov. '67 3	Louisv. Cin. and Lex. pr. 100	48,638	J. & J.	Jul. '67 10	South Carolina.....	2,819,275			South Carolina.....	2,819,275		
Buff. New York & Erie.....	2,200,000	F. & A.	Feb. '68 5	Louisville and Frankfort.....	1,099,594	J. & J.	Jan. '68 3	South Shore.....	259,685			South Shore.....	259,685		
Buffalo and State Line.....	7,700,000	F. & A.	Oct. '67 4	Louisville and Nashville.....	5,500,000	F. & A.	Feb. '68 4	South Western, Georgia.....	3,203,408	F. & A.	Aug. '67 4	South Western, Georgia.....	3,203,408	F. & A.	Aug. '67 4
Cambridge Horse (Boston) 100	6,842,000	F. & A.	Feb. '68 5	Louisv., N. Alb. & Chicago.....	2,800,000			Southern Mississippi.....	1,000,000			Southern Mississippi.....	1,000,000		
Camden and Amboy.....	600,000			Lowell and Lawrence.....	200,000	A. & O.	Oct. '67 3	Staten Island.....	600,000	J. & J.	Jul. '67 4	Staten Island.....	600,000	J. & J.	Jul. '67 4
Camden and Atlantic, pref. 50	721,926	J. & J.	Jan. '68 3	Macon and Western.....	1,500,000			Syr., Bingham. and N. Y. 100	1,200,100			Syr., Bingham. and N. Y. 100	1,200,100		
Cape Cod Branch.....	116,000			Mahanoy & B'd Mount n° 50	921,615			Taunton Branch.....	250,000	J. @ J.	Jan. '68 4	Taunton Branch.....	250,000	J. @ J.	Jan. '68 4
Catawissa.....	2,200,000	A. & O.	Oct. '67 3	Maine Central.....	1,600,880	M. & N.	Nov. '67 5	Tennessee and Alabama.....	698,922			Tennessee and Alabama.....	698,922		
Catawissa, pref. 50	589,110	J. & J.	Jan. '68 4	Manchester & Lawrence.....	1,000,000			Terre Haute and Indiana.....	1,688,150	J. & J.	Jan. '68 5	Terre Haute and Indiana.....	1,688,150	J. & J.	Jan. '68 5
Cayuga & Susquehanna.....	4,666,300	J. & J.	Jul. '67 5	Marietta & Cincinnati.....	2,029,778	M. & S.	Sep. '66 3	Third Avenue (N. Y.).....	1,760,000			Third Avenue (N. Y.).....	1,760,000		
Central of Georgia.....	13,000,000	J. A. J. & O.	Oct. '67 2	" " 1st pref. 50	6,686,136	M. & S.	Sep. '66 3	Thirtieth and Fif. (Ph.) 50	1,650,000	J. @ J.	Jan. '68 1	Thirtieth and Fif. (Ph.) 50	1,650,000	J. @ J.	Jan. '68 1
Central of New Jersey.....	400,000	J. & D.	Dec. '67 3	" " 2d pref. 50	4,631,744	M. & S.	Sep. '66 3	Tol., Peoria and Warsaw.....	1,700,000			Tol., Peoria and Warsaw.....	1,700,000		
Do. pref. 100	970,000	J. & D.	Dec. '67 3	Memphis and Charleston.....	670,000			" " 1st pref. 100	2,081,175			" " 1st pref. 100	2,081,175		
Con. Park, N. & E. River.....	1,201,000			Memphis and Ohio.....	1,250,900	J. & J.	Jan. '68 5	" " 2d pref. 100	5,400,000	M. & N.	N. '67 34	" " 2d pref. 100	5,400,000	M. & N.	N. '67 34
Charlotte & S. Carolina.....	380,000			Metropolitan (Boston).....	7,502,866	J. & J.	Jan. '68 5	Tol., Wabash and West.....	1,000,000			Tol., Wabash and West.....	1,000,000		
Chesapeake.....	2,017,925	Annual.	Mar. '68 2	Michigan Central.....	7,502,866	F. & A.	F. 65 24	Troy and Boston.....	607,111			Troy and Boston.....	607,111		
Cheshire, pref. 50	3,889,643	M. & S.	Mar. '68 5	Mich. So. & North. Ind. 100	8,311,000	F. & A.	Aug. '67 5	Troy and Greenbush.....	274,400	J. & D.	Jun. '67 34	Troy and Greenbush.....	274,400	J. & D.	Jun. '67 34
Chicago and Alton.....	2,425,678	M. & S.	Mar. '68 5	Middlesex (Boston).....	400,000			Troy, Salem and Rut'g.....	800,000	A. & O.	Apr. '68 3	Troy, Salem and Rut'g.....	800,000	A. & O.	Apr. '68 3
Chicago, Bari. & Quincy.....	10,193,010			Millville and Glassboro.....	398,200	F. & A.	Aug. '67 6	Union Transport'n (Bos.) 100	200,000			Union Transport'n (Bos.) 100	200,000		
Chicago and Gt. Eastern.....	4,390,000			Milw. & Prairie du Chien.....	3,982,000	Annual.	Feb. '68 8	Union Pacific.....	100			Union Pacific.....	100		
Chicago, Iowa & Nebras*.....	1,000,000			" " 1st pref. 100	1,014,000	Annual.	Feb. '68 8	Union Pacific (Cent. Br.) 100	291,475	J. @ J.	Jan. '68 2	Union Pacific (Cent. Br.) 100	291,475	J. @ J.	Jan. '68 2
Chicago and Milwaukee.....	2,227,000			" " 2d pref. 100	3,627,000	J. & J.	Jan. '67 5	Union (Phila.).....	50	J. & J.	Jan. '68 4	Union (Phila.).....	50	J. & J.	Jan. '68 4
Chicago & N. Western.....	13,190,927	Annual.	Dec. '67 7	" " pref. 100	3,627,000	J. & J.	Jan. '67 5	Utica and Black River.....	2,250,000	J. & D.	Dec. '67 4	Utica and Black River.....	2,250,000	J. & D.	Dec. '67 4
Chicago, R. I. & Pacific.....	9,100,000	A. & O.	Oct. '67 5	M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jan. '68 4	Vermont and Canada.....	8,000,000			Vermont and Canada.....	8,000,000		
Cin. Ham. & Dayton.....	3,129,100	A. & O.	Oct. '67 5	Mobile and Ohio.....	1,411,769			Vermont Central.....	2,500,000	J. & J.	Jan. '68 14	Vermont Central.....	2,500,000	J. & J.	Jan. '68 14
Cincinnati City Passenger.....	100	J. n. & J. p.	Jan. '68 2	Montgomery & W. Point.....	5,500,000	F. & A.	F. 67 34	Vermont and Massachusetts.....	516,164			Vermont and Massachusetts.....	516,164		
" " Street.....	1,600,350	J. & J.	Jan. '68 2	Morris and Essex.....	600,000	M. & N.	Nov. '67 5	Vermont Valley.....	2,353,679			Vermont Valley.....	2,353,679		
Cincinnati and Zanesville.....	192,750	J. @ J.	Jan. '68 5	Nashua and Lowell.....	2,056,544	F. & A.	Feb. '68 5	Virginia Central.....	3,45,815			Virginia Central.....	3,45,815		
Citizens' Passenger (Phil.) 50	6,000,900	F. & A.	Feb. '68 4	Nashville & Chattanooga.....	1,000,000	F. & A.	Feb. '68 5	Virginian & Tennessee.....	6,710,800	J. & J.	Jan. '68 5	Virginian & Tennessee.....	6,710,800	J. & J.	Jan. '68 5
Cleveland & Mahoning.....	2,044,600	M. & N.	Nov. '67 4	Naugatuck.....	500,000	F. & A.	Feb. '68 5	West ern (Mass.).....	8,670,800			West ern (Mass.).....	8,670,800		
Cleveland, Paines. & Asht.....	5,000,000	J. & J.	Jan. '68 3	New Bedford & Taunton.....	788,538	J. & J.	Jan. '68 4	Western Union.....	781,050			Western Union.....	781,050		
Cleveland and Pittsburgh.....	5,408,911	J. n. '67 5		New Haven & N. London.....	1,224,100	J. & J.	Feb. '68 5	West Virginia.....	249,100	J. & J.	Feb. '68 4	West Virginia.....	249,100	J. & J.	Feb. '68 4
Cleveland and Toledo.....	4,841,600	J. & J.	Jan. '68 3	N. Haven & Northampton.....	5,000,000	F. & A.	Feb. '68 5	West Philadelphia.....	1,180,470			West Philadelphia.....	1,180,470		
Col. & Indianapolis Cen.....	4,000,000	J. A. J. & O.	Oct. '67 2	New Jersey.....	895,000	M. & S.	Mar. '68 4	Wilm. and Winchester.....	1,340,273			Wilm. and Winchester.....	1,340,273		
Columbus and Xenia.....	1,788,200	J. & J.	Jan. '68 5	New London Northern.....	4,098,425			Worcester and Nashua.....	1,141,000	J. & J.	Jan. '68 5	Worcester and Nashua.....	1,141,000	J. & J.	Jan. '68 5
Concord.....	1,500,000	M. & N.	Nov. '67 5	N. O., Opel. & Gt. West'n.....	26,530,000	F. & A.	Feb. '68 3								
Concord & Portsmouth.....	350,000	J. & J.	Jan. '68 3	New York Central.....	6,265,050	J. & J.	Jan. '68 4								
Coney Island & Brooklyn.....	600,000	J. & J.	Jan. '68 3	New York and Harlem.....	1,600,000	J. & J.	Jan. '68 4								
Conn. & Passump. Rivers.....	1,673,300	J. & J.	Jan. '68 3	" " pref. 50	1,000,000	J. & J.	Jan. '68 5								
Do. do. pref. 100	1,650,000	J. & J.	Jan. '68 4	New York & New Haven.....	1,755,281	J. & J.	Jul. '67 3								
Connecticut River.....	1,316,900	A. & O.	Oct. '67 4	N. Y. Provid. & Boston.....	1,000,000	J. & J.	Jan. '68 5								
Cumberland Valley.....	806,900			Nieg. Bridge & Cascadia.....	797,400	J. & J.	Jan. '67 3								
Danbury and Norwalk.....	2,384,941	J. & J.	Jan. '68 3	Ninth Avenue.....	4,000,000										
Dayton and Michigan.....	466,132	J. & J.	Jan. '68 3	North Carolina.....	4,518,900	F. M. A. N.	Feb. '68 2								
Del. Lackaw. & Western.....	11,288,000	J. & J.	Jan. '68 5	North Eastern (S. C.) pref. 100	155,000	J. & D.	Dec. '67 4								
Des Moines Valley.....	1,550,050			Northern of N. Hampsh.....	3,06,400										
Detroit & Milwaukee.....	452,359	J. & J.	Jan. '68 5	Northern of N. Jersey.....	158,800										
Do. do. pref. 100	1,500,000			North Missouri.....	2,369,307										
D. Dock, E. B'dw. & Bat. 100	1,200,000			North Pennsylvania.....	3,150,150										
Dubuque and Sioux City.....	1,673,541			Norwich & Worcester.....	2,363,600	J. & J.	Jan. '68 3								
Do. do. pref. 100	1,987,351	Annual.	Dec. '67 7	Ogdensb. & L. Champl'n.....	3,077,000	F. & A.	Feb. '68 3								
Eastern (Mass.).....	3,578,304	J.													



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

## PASSENGER RAILROAD BONDS.

Fiscal year ending.	Length, m.	Completed: equivalent in single tr'k.	In progress or projected.	Equip- ment.			Companies.	Cost of Road and Equip- ment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	Description.	Amount out- standing.	Rate.	Pay- able.	Principal payable.	Market Price.
				Horses.	Cars.	N.				Bonded Debt.	Floating Debt.	Gross.	Net.									
30 Nov. '67	3.53						MASSACHUSETTS.	\$	\$	\$	\$	\$	\$	P. C.			Broadway (Brooklyn):	\$	pe	Months.	Year.	
30 Nov. '67	6.84			265	38		Boston and Chelsea	402,468	325,000		64,386	187,427	29,460	9.5	58		Real Estate Mortgage	27,500	7 J. & J.	Var.		
30 Nov. '67	28.31						Broadway, Boston	877,894	727,800	150,000		94			99		Broadway & 7th Avenue:					
30 Nov. '67	3.99			48	8		Cambridge	66,908	55,830			1,686	27,268	5,538			1st Mortgage	500,000	7 J. & J.	1884		
30 Nov. '67	12.50			106	32		Lowell (Horse)	269,426	200,000	50,000		48,934	154,987	loss.		10	Brooklyn, Bath & Coney Is'd					
30 Nov. '67	3.60						Lynn and Boston	60,246	200,000	55,768		24,138	loss.		25		1st Mortgage	80,000	7 J. & J.	1883		
30 Nov. '67	3.08						Malden and Melrose	91,543	94,200								Brooklyn and Rockaway					
30 Nov. '67	42.99			791	166		Marginal Freight	36,600	21,000	8,000		23,442	2,240		50	25	1st Mortgage	35,000	7 J. & J.			
30 Nov. '67	7.21			254	42		Medford and Charlestown	1,523,225	1,250,000			183,198	736,709	129,635	10	65	Brooklyn Centr. & Jamaica:					
30 Nov. '67	3.25						Metropolitan (Boston)	499,685	400,000	41,639		79,694	188,085	10,987	44		1st Mortgage	498,000	7 J. & J.	1870		
30 Nov. '67	2.18						Middlesex (Boston)	300,000	300,000			2,318	14,273	1,125			Brooklyn City					
30 Nov. '67	6.45			55	9		Northampton & Williamsb.	27,242	17,300			13,500	368	loss.			1st Mortgage	170,000	7 J. & J.	1872		
30 Nov. '67	7.15			50	17		North Woburn street	136,840	71,600	64,424		57,592	28,226	loss.			Brooklyn City & Newtown:					
30 Nov. '67	3.74						Quincy	195,317	150,000	32,400		6,268	35,637	loss.			1st Mortgage	200,000	7 J. & J.	1872		
30 Nov. '67	2.61						Salem and South Danvers	75,000	75,000			4,500	4,500	6	39		Brooklyn City & Ridgewood:					
30 Nov. '67	6.84			12	3		Somerville	37,300	33,000			5,889	89				1st Mortgage	20,000	7 J. & J.	1884		
30 Nov. '67	2.76			440	68		Stoneham street (Boston)	95,000	5,000	(Inc. in Mal. & Melrose.)		368,351	13,015	6	85		Cambridge:					
30 Nov. '67	4.06						Suburban	303,370	200,000	24,000		117,842	368,351	13,015	6		1st Mortgage	150,000	6 J. & J.	1883	59	
30 Nov. '67	2.70						Union (Transportation)	62,152	58,300			238	4,300	3,807	4		Central Park, East & North River:					
30 Nov. '67	4.06			44	9		Winnisimmet	89,578	75,800	72,000	26,000						1st Mortgage	6,500	7			
30 Nov. '67	4.06						Worcester										Dorchester:					
31 Jan. '64	3.0	3.0	45	7			Fairhaven and Westville	109,000	100,000					8			Real Estate Mortgage	5,000	6			
31 Dec. '62	8.5			11	3		Hartford and Wethersfield	300,000	300,000								D. Dock, E. B'dw. & Battery					
30 Sep. '66	9.65			87	6		NEW YORK										1st Mortgage	550,000	7 J. & J.			
30 Sep. '66	25.00			49			Albany	118,622	89,550	40,000		46,365	1,841		100		Eight Avenue					
30 Sep. '66	10.76						Bleeker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	251,424	103,590		100		1st Mortgage	160,000	7 J. & J.			
30 Sep. '66	14.00			98			Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,267	23,408	8	100		Forty-second street:					
30 Sep. '66	8.00						Broadway & 7th Ave., N. Y.	3,492,828	2,100,000	150,000		677,195	268,445	4	100		1st Mortgage	127,150	7 J. & J.	1873		
30 Sep. '66	24.00			61	22		Brooklyn, Bath & Coney Is'd	153,414	99,850	80,000	72,872	27,901	7,567		100		Real Estate	134,500	7 J. & J.			
30 Sep. '66	67.63	1.90		196			Brooklyn Centr. & Jamaica	995,783	488,100	462,510	32,185	196,041	25,709		100		Frankford and Southwark:					
30 Sep. '66	11.75	4.00		37			Brooklyn City	1,388,369	1,000,000	170,000		1,051,494	356,656	12	10		1st Mortgage	200,000	7 J. & J.	1869	107	
30 Sep. '66	0.09	9.41		37			Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566		100		Frankford and Philadelphia:					
30 Sep. '66	4.50			14			Brooklyn City & Ridgewood	147,200	164,000	20,000	3,200				100		1st Mortgage	50,000	7			
30 Sep. '66	24.00			114	12		Brooklyn City & Rock. B'd	124,588	102,150	35,000		8,667	4,562		24	100	Germantown:					
30 Sep. '66	2.00						Centr'l Pk. N. & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	585,008	127,893		24	100	1st Mortgage	350,000	7 J. & J.	1869		
30 Sep. '66	2.00						Clinton Avenue (Albany)		2,800								Green and Coates St.:					
30 Sep. '66	19.75			180			Cohoes & Waterford	643,099	500,000	148,000	36,545	123,014	loss.		100		1st Mortgage	100,000	7 J. & J.	1870	83	
30 Sep. '66	3.23						Coney Island & Brooklyn	562,246	1,200,000	550,000	405,951	99,549			100		Harlem Br. Morris & Ford'm					
30 Sep. '66	18.00			157			D. Dock, E. B'dw. & Battery	650	650						100		1st Mortgage	124,000	7 J. & J.			
30 Sep. '66	12.00			42			East & North River (W. Co.)	1,300,972	1,000,000	160,000		725,724	61,207	9	100		Hestonville Mantua & Fairmount:					
30 Sep. '66	4.52						Eight Avenue	962,521	750,000	260,000	2,698	227,682	63,047	5	100		1st Mortgage	183,000	7 J. & J.	1869		
30 Sep. '66	10.00			17			42d st. & Grand st. Ferry	223,230	90,000	124,000	2,500	70,522	16,172		100		Hoboken and Weehawken:					
30 Sep. '66	3.00			30			Grand st. & Newtown (W. Co.)	445,295	797,320	112,000		73,276	loss.		100		1st Mortgage	60,000	7 M. & S.	1872		
30 Sep. '66	11.00			38			Harlem Br. Morris & Ford'm	1,200,023	670,000	520,000	210,000	420,564	31,026		100	45	Lynn and Boston:					
30 Sep. '66	8.37			73			Hudson Av. and Prosp. Pk	1,489,863	750,000	150,000		522,705	loss.	5	100	120	1st Mortgage [road]:					
30 Sep. '66	17.50			170			Ninth Avenue	2,406,509	1,170,000	1,280,000	70,000	1,080,803	260,333	12	100		1st Mortgage [road]:					
30 Sep. '66	4.46						Port Morris & Westchester	975	975								Malden and Melrose:					
30 Sep. '66	6.50			4			Rochester City & Brighton	50,000	50,000								1st Mortgage was antied.					
30 Sep. '66	1.76						Second Avenue (N. Y.)	62,000	50,000	12,000		15,850	390				Medford and Charlestown:					
30 Sep. '66	4.00						Sixth Avenue (N. Y.)	5,949	7,370								1st Mort. [Winter St. Br.]					
30 Sep. '66	5.32			7			South Brooklyn & Berg. St.	1,457	2,200								Middlesex:					
30 Sep. '66	5.05			8			Third Avenue (N. Y.)	311,362	124,500	100,000	1,200	46,449	14,355				1st Mortgage	38,000				
30 Sep. '66	10.47			22			Third Avenue & Fordam	62,000	50,000	12,000							Malden & Melrose bonds					
30 Sep. '66	17.00			156			Troy and Cohoes	5,949	7,370								Real Estate					
30 Sep. '66	5.80			28			Troy and Lansingburg	1,457	2,200								Ninth Avenue:					
30 Oct. '66	9.23			144	26		Utica and Waterville	55,874	41,114								1st Mortgage	112,000	7			
30 Oct. '66	6.74						V. Brunt & Erie Bas. (Bk'n)	311,362	124,500	100,000	1,200	46,449	14,355				North Philadelphia:					
30 Oct. '66	16.43			271	49		Westchester	62,000	50,000	12,000		15,850	390				1st Mortgage	100,000	7 J. & J.	1869		
30 Oct. '66	34.41			367	59		West Shore	1,457	2,200								Orange and Newark:					
30 Oct. '66	5.47			120	25		NEW JERSEY.										1st Mortgage Broad street					
30 Oct. '66	4.63			191	33		Hoboken and Hudson City	32,000	30,000		2,000						" O. & Newark					
30 Oct. '66	2.12			25	5		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3			2d Mortgage					

## NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.	Market Price.	*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.	Market Price.
<b>National Securities, Mar. 1, 1868.</b>						<b>Massachusetts—State Almshouse Loan.</b>	100,000	5	May & Nov.	1872	104
Loan of Jan. 23, 1847.....registered	9,378,192	5	Jan. & July.	1887	144	—S. Almsh. and State H. Loan	275,000	5	April & Oct.	1873-74	104
Loan of March 31, 1848.....registered		5	"	1868	138	—Back Bay Land Loan	220,000	5	May & Nov.	1882	---
coupon		5	"	1868	140	—Lun. Hosp. (W. Mass.)	150,000	5	April & Oct.	1868	---
Texas Indemnity, of Sep. 9, 1850.....coupon	258,000	5	presentation.	Due.	---	—Funding Loan	75,000	5	June & Dec.	1868	---
Loan of June 14, 1853.....registered	20,000,000	5	Jan. & July.	1874	110	"	172,000	5	"	70-73	120
coupon		5	"	1874	112	—Lun. Hosp. and State Prison	94,000	5	Jan. & July.	1874	117
Loan of June 22, 1860.....registered	7,922,000	5	"	1871	119	—Lun. Hosp. (W. Mass.)	60,000	5	June & Dec.	1877	117
coupon		5	"	1871	123	—Union Fund Loan	600,000	5	Jan. & July.	77-78	---
Loan of Feb. 8, 1861.....registered	18,415,000	5	"	1881	111	—Coast Defense Loan	888,000	5	"	1883	106
coupon		5	"	1881	111	—Bounty Fund Loan	200,000	5	"	1893	102
Oregon War Bonds of March 3, 1861.....yearly	1,016,000	5	July.	1881	---	"	4,379,500	5	May & Nov.	1894	107
Loan of July 17, 1861.....registered	284,245,000	5	Jan. & July.	1881	111	"	3,996,000	5	"	1894	---
coupon		5	"	1881	110	—Union Fund Loan	850,000	5	Jan. & July.	71-73	---
Loan of Feb. 25, 1862 (5-20s).....registered		5	May & Nov.	1882	106	"	2,150,000	5	"	74-76	120
(5-20s) coupon		5	"	1882	106	—War Loan (currency)	2,113,000	5	Mar. & Sept.	71-88	104
Loan of March 3, 1864 (5-20s).....registered		5	May & Nov.	1884	107	—Western R.R. Loan (sterling)	4,819,520	5	April & Oct.	68-71	---
(5-20s) coupon		5	"	1884	107	—Eastern R.R. Loan	275,000	5	Jan. & July.	68-71	---
Loan of March 3, 1865 (5-20s).....registered		5	May & Nov.	1885	107	—Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
(5-20s) coupon		5	"	1885	107	—Troy and Greenfield R.R.	968,500	5	"	91-93	---
" " 2d series (5-20s).....registered		5	Jan. & July.	1886	107	" (stg.)	554,136	5	"	88-90	---
" " 3d series (5-20s).....registered		5	"	1886	107	Michigan—Sault Canal Bonds	100,000	5	Jan. & July.	1878	93
(5-20s) coupon		5	"	1887	107	—Renewal Bonds	216,000	5	"	1878	---
Loan of March 3, 1864 (10-40s).....registered	185,782,400	5	Mar. & Sept.	1904	101	—Two Million Loan Bonds	1,750,000	5	"	78-83	95
(10-40s) coupon		5	"	1904	101	"	250,000	7	"	1886	99
Pacific R. R. Bonds.....(currency)	22,470,000	5	Jan. & July.	95-97	---	—War Loan Bonds	1,111,500	7	May & Nov.	1890	---
Treas'y Notes (7-30s) June 30, '61: 2d series	202,951,100	7.3	June & Dec.	1868	105	—Bounty Loan Bonds	463,000	7	Jan. & July.	1877	---
(7-30s) Mar. 3, '65: 5d series		7.3	Jan. & July.	1868	105	—State Building Loan	100,000	7	Jan. & July.	1883	---
Matured Debt not presented	10,374,135		presentation.	---	---	Mississippi—State Bonds (Planters' Bank)	2,275,000	6	-----	41-71	---
Gold Certificates of Deposit	25,699,360		presentation.	---	---	(Union Bank)	5,000,000	6	-----	Var.	---
Compound Interest Notes 1864 '65	46,244,780		At maturity.	3 yrs	---	Missouri—State Bonds	622,000	6	Jan. & July.	62-83	87
United States Notes (greenbacks)	353,157,747		-----	---	---	—Hannibal and St. Joseph R.R.	3,000,000	6	"	81-85	83
Three per cent. certificates	23,586,000		-----	---	---	—Pacific R.R.	7,000,000	6	"	81-87	87
Fractional currency	32,807,947		-----	---	---	—Southwestern R.R.	4,500,000	6	"	85-87	---
Navy Pension Fund	13,900,000		-----	---	---	—North Missouri R.R.	4,350,000	6	"	82-87	---
			-----	---	---	—Iron Mountain R.R.	3,500,000	6	"	83-89	---
			-----	---	---	—Cairo and Fulton R.R.	650,000	6	"	85-87	---
			-----	---	---	—Platte County R.R.	700,000	6	"	1887	---
<b>State Securities, latest.</b>						New Hampshire—War Loan of July 1, 1861	1,194,100	5	Jan. & July.	67-78	100
Alabama—State Bonds.....coupon	168,000	5	May & Nov.	1872	---	—Hannibal and St. Joseph R.R.	600,000	5	May & Nov.	64-89	100
" " " (extended)....."	1,941,000	5	"	1883	---	" " " Sept. 1, 1861	600,000	5	April & Oct.	67-74	99
" " " (funded coup.)....."	437,850	5	"	1887	---	" " " Oct. 1, 1866	600,000	5	Jan. & July.	1869	99
" " " (sterling)....."	648,000	5	Jan. & July.	1876	---	" " " July 1, 1866	500,000	5	Jan. & July.	67-84	100
" " " "....."	638,000	5	"	1876	---	New Jersey—War Loan of 1861 (free)	1,798,800	5	Jan. & July.	66-99	---
Arkansas—Bank Loan (real estate).....coupon	899,000	5	April & Oct.	1861	---	" " " 1863 ( " )	1,002,900	5	"	66-99	---
" " " (State Bank)....."	610,000	5	Jan. & July.	1868	---	" " " 1864	793,400	5	"	67-92	103
California—Civil Bonds of 1867.....oupon	3,727,500	7	Jan. & July.	1877	133	New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" " " 1860....."	198,500	7	"	1880	---	—Bounty Fund Bonds.....coupon	2,559,000	7	Jan. & July.	1877	108
" " " Soldiers Relief Bonds....."	1,848,500	7	"	83-84	99	—General Fund Bonds.....registered	2,726,500	7	"	1877	108
Connecticut—War Bonds of May, 1861....."	2,000,000	6	Jan. & July.	71-81	100	" " " "....."	1,149,750	6	"	pleas	---
" " " Oct. 1861....."	2,000,000	6	"	72-82	---	" " " "....."	500,000	6	"	1868	---
" " " Nov. 1863....."	2,000,000	6	"	1883	---	" " " "....."	800,000	6	"	1878	100
" " " May, 1864....."	2,000,000	6	April & Oct.	74-84	---	—Canal Fund Bonds....."	3,050,000	6	J. A. J. & O.	1871	101
" " " May, 1-65 (free)....."	2,000,000	6	"	1885	---	" " " "....."	6,000,000	6	"	1873	101
Florida—State Bonds....."	370,617	8	Jan. & July.	va.	---	" " " "....."	2,250,000	6	"	1874	100
" " " "....."		7	"	va.	---	" " " "....."	1,400,000	6	"	76-77	191
Georgia—State Bonds (Railroad).....coupon	275,000	7	various.	72-74	86	" " " "....."	909,607	5	Jan. & July.	pleas.	---
" " " (Act Mar. 12, '66)....."	3,030,000	7	Jan. & July.	1886	---	" " " "....."	442,900	5	May & Nov.	1868	---
" " " (Railroad)....."	1,569,000	7	"	68-74	78	" " " "....."	900,000	5	Jan. & July.	1878	91
" " " (Railroad)....."	734,000	6	Feb. & Aug.	78-86	---	" " " "....."	800,000	5	"	1868	---
" " " (Sterling)....."	72,000	5	Mar. & Sept.	1869	---	—Canal and Bonds....."	1,163,000	5	J. A. J. & O.	1871	---
Illinois—Ill. and Mich. Canal.....coupon	1,157,223	6	Jan. & July.	1870	99	" " " "....."	167,000	5	"	1874	93
" " " ".....registered	1,249,637	6	"	1870	---	" " " "....."	4,500,000	5	"	1874	93
" " " State Bonds.....coupon	948,910	6	"	60-70	---	North Carolina—State Bonds....."	368,000	5	Various.	69-78	66
" " " "....."	4,367,253	6	"	77-79	99	" " " "....."	8,334,000	5	Jan. & July.	81-90	---
" " " War Loan Bonds....."	948,200	6	"	1879	99	" " " " (new)....."	650,000	5	April & Oct.	90-91	---
Indiana—State Bonds.....coupon	1,191,992	24	Jan. & July.	1866	---	" " " "....."	3,500,000	5	Jan. & July.	1868	63
" " " "....."	3,829,336	5	"	1866	93	Ohio—State Bonds (Union Loan)....."	280,566	5	Jan. & July.	1870	100
" " " "....."	309,000	5	May & Nov.	1886	98	" " " "....."	2,153,532	5	"	1875	99
Iowa—State Bonds.....coupon	180,000	7	Jan. & July.	1868	98	" " " "....."	1,000,000	5	"	1881	102
" " " War Loan Bonds....."	300,000	7	"	1881	---	" " " "....."	4,065,309	5	"	1886	102
Kansas—State Bonds.....coupon	99,945	5	Jan. & July.	1875	---	Oregon—State Bonds (Relief and Bounty)....."	2,400,000	7	Jan. & July.	1875	---
" " " War Loan Bonds....."	500,000	5	"	70-81	---	Pennsylvania—State Bonds.....coupon	4,988,000	5	Various.	77-82	97
Kentucky—State Bonds.....coupon	901,000	6	Jan. & July.	68-71	95	" " " ".....registered	5,083,052	5	"	68-70	99
" " " "....."	1,421,000	6	April & Oct.	70-71	---	" " " "....."	400,000	5	April & Oct.	1879	---
" " " "....."	415,000	5	May & Nov.	1870	---	" " " "....."	92,550	5	Jan. & July.	1877	---
" " " "....."	263,000	5	April & Oct.	67-73	---	" " " "....."	99,480	5	"	1882	---
" " " Military Bonds....."	678,000	5	various.	80-85	---	" " " "....."	720,983	5	"	1892	---
Louisiana—State Bonds (Banks).....coupon	4,832,983	6	Feb. & Aug.	68-86	---	" " " "....."	4,907,150	5	"	1877	104
" " " (Railroads)....."	2,928,000	6	various.	69-99	---	" " " "....."	7,909,820	5	"	1882	106
" " " (Schools, &c.)....."	665,000	6	Jan. & July.	1897	---	" " " "....."	9,270,017	5	"	1892	108
" " " (Lev. es)....."	1,000,000	6	various.	1886	---	" " " "....."	2,000,000	5	Feb. & Aug.	1871	102
" " " (New)....."	892,800	6	"	88-87	---	Rhode Island—State War Bonds of 1861....."	463,500	5	April & Oct.	1871	100
Maine—Mass. Land Debt of '63....."	150,000	5	October.	67-72	---	" " " "....."	1,196,000	5	Mar. & Sept.	1882	96
" " " Civil Loans of 1855-56.....coupon	174,000	5	Mar. & Sept.	67-74	---	" " " "....."	264,000	5	April & Oct.	1883	101
" " " "....."	171,000	5	various.	75-78	---	" " " "....."	776,000	5	Jan. & July.	1-93	101
" " " War Loan of 1861....."	800,000	5	"	1871	99	" " " "....."	917,000	5	Feb. & Aug.	1894	---
" " " "....."	625,000	5	Mar. & Sept.	1883	100	South Carolina—Free Loan Bonds....."	798,838	5	J. A. J. & O.	68-70	---
" " " Bounty Loan of 1863....."	4,500	5	Feb. & Aug.	1880	100	" " " "....."	3,275,000	5	Jan. & July.	71-90	---
" " " War Loan of 1864....."	2,832,500	5	June & Dec.	1889	100	" " " " (new)....."	1,210,803	5	"	1887	---
Maryland—State Bonds (Balt. & Susq. R.R.)....."	315,000	3	J. A. J. & O.	1890	98	Tennessee—State Bonds....."	1,949,430	5	April & Oct.	1868	60
" " " (Balt. & Ohio R.R.)....."	24,000	5	"	1880	---	" " " "....."	233,177	5	"	Var.	---
" " " (O. and O. Can.)....."	1,408,507	5	"	1889	---	" " " "....."	1,706,000	5	"	1868	---
" " " (R.R. various)....."	120,000	5	"	1889	---	" " " "....."	14,000,000	5	Jan. & July.	80 yrs.	67
" " " "....."	169,974	5	"	89-90	---	" " " "....."	2,207,000	5	"	Var.	---
" " " (B. & O. R.R.)....."	3,277,339	5	"	1890	---	" " " "....."	6,000,000	5	"	1882	66
" " " (O. and O. Can.)....."	3,259,616	5	"	1880	---	Vermont—State War Bonds....."	1,567,500	5	June & Dec.	71-78	100
" " " (Ches. & Ohio Can.)....."	2,090,000	5	"	1870	102	Virginia—State Bonds (sterling)....."	1,865,000	5	Jan. & July.	long.	---
" " " (Balt. & Susq. R.R.)....."	1,000,000	5	"	1870	100	" " " " (sterling new)....."	466,250	5	"	long.	---
" " " (Bounty)....."	601,000	5	"	1870	100	" " " "....."	108,000	5	"	long.	---
" " " (Ches. & Ohio Can.)....."	30,000	5	"	1885	---	" " " "....."	21,603,898	5	"	long.	51
" " " (Balt. & Susq. R.R.)....."	429,588	5	"	1890	---	" " " "....."	10,900,000	5	"	long.	---
Massachusetts—Funding Loan....."	15,000	5	June & Dec.	1868	---	" " " "....."	1,374,500	5	"	1876	44
" " " "....."	21,000	5	"	1870	---	" " " "....."	483,300	5	"	1886	44
" " " General Statutes Loan....."	150,000	5	Jan. & July.	1870	---	" " " "....."	39,600	5	"	1890	36
" " " Funding Loan....."	17,000	5	June & Dec.	1872	---	Wisconsin—State Bond....."	406,100	5	Jan. & July.	77-89	---



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1864	164,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,223	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,498	410,800	493,882	596,584	541,481	675,446	634,243	576,866	5,626,536
1866	476,641	438,279	385,991	412,521	464,507	493,243	469,988	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	394,771	395,286											
<b>Chicago and Alton:</b>													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	164,418	195,303	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	282,015	2,770,484
1865	276,288	290,503	276,288	299,063	268,480	322,278	355,270	335,985	409,251	401,280	367,916	307,919	3,440,092
1866	226,153	222,241	290,111	266,249	329,851	371,544	321,597	387,209	322,638	360,223	338,080	271,247	3,696,163
1867	343,787	157,832	235,961	282,165	335,510	542,358	354,244	415,982	408,999	426,752	369,102	350,169	3,592,861
1868	259,539	296,496											
<b>Chicago, Rock Island and Pacific:</b>													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	176,482	158,755	142,150	185,013	198,679	243,178	224,980	307,874	375,960	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,408	190,580	234,612	321,818	244,121	308,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,000	568,403	568,200	415,400	361,600	4,153,312
1868	283,600	281,900											
<b>Chicago and Northwestern:</b>													
1863						366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,255	421,353	466,530	565,145	430,710	519,306	669,605	729,759	716,378	563,400	6,111,566
1865	541,006	482,164	499,296	468,258	585,623	747,942	702,691	767,508	946,707	932,682	754,671	647,812	7,976,490
1866	523,566	399,917	523,745	537,519	859,948	925,983	808,524	797,475	1,000,088	1,200,216	1,010,892	712,359	9,299,450
1867	696,137	574,664	765,398	774,279	895,712	895,387	800,325	1,038,824	1,461,284	1,508,883	1,210,887	918,088	11,532,348
1868	741,926	800,787											
<b>Des Moines Valley:</b>													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	58,999	53,693	69,018	71,113	81,076	80,367	61,955	735,605
<b>Erie:</b>													
1863	845,605	839,949	956,445	948,059	848,783	770,148	731,243	687,002	816,901	965,294	1,024,640	1,035,321	10,469,481
1864	954,837	934,133	1,114,508	1,099,507	1,072,358	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	12,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	16,434,775
1866	1,186,746	987,938	1,070,917	1,153,441	1,101,332	1,243,636	1,203,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,590,413
1867	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,414,745	1,499,713	1,421,881	1,041,645	14,139,300
1868	1,031,320												
<b>Illinois Central:</b>													
1863	290,944	271,085	275,943	289,224	324,887	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	416,588	327,900	416,588	422,797	466,372	510,100	425,578	640,179	799,236	661,391	667,141	603,497	6,329,447
1865	671,536	528,972	616,665	515,608	460,573	617,632	578,403	747,469	739,736	641,559	643,887	518,098	7,181,208
1866	603,053	505,286	505,465	411,605	569,250	567,679	490,620	578,253	511,348	661,971	588,219	504,068	6,516,741
1867	660,438	554,201	417,252	420,365	477,607	496,616	497,879	634,377	705,459	761,499	679,160		6,516,741
1868	619,855	488,090											
<b>Marietta and Cincinnati:</b>													
1865	96,672	87,791	98,768	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,063
1866	90,411	85,447	84,351	91,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	96,585	106,594	114,716	121,217	142,823	132,387	123,583	1,236,971
1868	92,433												
<b>Michigan Southern &amp; Northern Indiana:</b>													
1863	245,784	230,508	557,227	268,613	264,935	241,235	189,145	238,012	308,105	375,567	532,260	348,048	3,802,545
1864	256,600	304,445	388,454	380,351	267,126	315,258	278,891	368,862	402,219	407,107	448,934	411,806	4,120,152
1865	366,996	366,861	413,974	395,180	361,489	387,095	301,613	418,575	486,808	524,790	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	418,970	418,024	384,684	338,858	384,401	429,177	490,555	429,546	352,218	4,550,818
1867	305,857	311,084	379,761	391,163	358,601	304,232	312,379	428,762	487,868	539,435	423,341	370,757	4,613,744
1868	371,041	339,736											
<b>Michigan Central:</b>													
1863	242,073	245,858	256,432	238,405	236,453	206,221	193,328	215,440	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	344,228	337,241	401,456	365,663	329,105	413,501	476,611	490,694	447,670	328,370	328,370	4,520,550
1866	282,439	265,795	337,158	343,737	365,196	335,083	324,996	369,646	429,181	493,640	414,604	308,689	4,290,115
1867	304,095	283,661	375,210	382,783	333,952	284,977	315,021	393,993	461,778	506,296	414,934	320,373	4,371,073
1868	343,516	304,315											
<b>Milwaukee and St. Paul:</b>													
1867	340,511												
1868	368,487												
<b>New York Central:</b>													
1862	749,163	681,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	963,223	1,002,768	9,093,244
1863	920,272	790,167	867,500	911,397	839,126	841,155	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,553
1864	921,831	986,587	1,056,684	1,029,736	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,113,829	13,367,709
1865	967,969	613,381	955,669	1,346,734	1,255,521	1,162,024	1,162,024	1,495,752	1,624,434	1,526,839	1,486,356	1,117,853	14,576,126
1866	1,086,290	895,887	1,135,745	1,190,491	1,170,315	1,084,533	1,135,461	1,285,911	1,480,929	1,590,618	1,211,109	955,857	14,143,218
1867	901,571	846,853	1,075,773	1,227,286	1,093,781	934,536	1,101,698	1,388,915	1,732,673				
<b>Ohio and Mississippi:</b>													
1864	210,329	260,466	309,261	269,448	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,590	3,211,070
1865	259,223	239,139	313,914	271,527	290,913	304,463	349,285	344,700	350,348	572,618	412,653	284,319	3,763,006
1866	297,341	246,109	326,236	277,424	283,130	283,924	247,622	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	241,683	313,165	355,901	379,367	336,065	272,053	3,440,542
1868	211,973	231,351											
<b>Philadelphia and Reading:</b>													
1862	192,216	217,161	244,423	268,674	283,966	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	986,188	711,467	1,170,241	1,126,635	754,551	1,032,149	812,178	9,556,510
1865	668,053	608,305	116,215	928,293	416,341	566,979	967,194	1,121,205	1,361,579	1,419,282	1,196,955	702,684	10,033,026
1866	738,001	725,967	779,198	861,604	1,109,267	1,140,201							

## AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88 1/2
Convert. (guar. by Dir.)	160,000	7			1883		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	86
2d Mortgage convertible	853,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1894		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100 1/2
Albany and Susquehanna:							Income bonds	47,000	8	May & Nov.	"	var.	
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		1st Mort (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	76
Allegheny Valley:							Chicago and Northwestern:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94 1/2
Atlantic and Gt. Western:							General 1st Mortgage	3,600,000	7	"	"	1885	87 1/2
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	91
2d Mortgage	774,700	7	April & Oct.	"	1881		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	88
1st Mortgage, Penn.	2,324,800	7	"	"	1877		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	76
2d Mortgage	913,500	7	Jan. & July.	"	1882		Equipment Bonds	2,200,000	10	May & Nov.	"	1885-71	97
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	82 1/2
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Green Bay Extension Bonds	300,000	7	"	"	1885	75
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
1st Mortgage, Buffalo Extens'n.	1,492,000	7	Feb. & Aug.	"	1884		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		2d Mortgage	1,260,000	7	May & Nov.	New York.	1880	90
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890		2d Mortgage	500,000	8	"	"	1877	
Atlantic and St. Lawrence:							Cincinnati and Zanesville:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		Cleveland and Mahoning:						
City of Portland Loan (Coups.)	1,000,000	6	Various	N. Y., P. & Bos.	1887-90		1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	93
Baltimore and Ohio:							2d Mortgage	537,000	8	March & Sept.	"	1876	
Maryland Sterling Bds of 1853.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Hubbard Branch	105,600	7				
Mortgage Coupon	1,744,600	6	April & Oct.	Baltimore.	1885	98 1/2	Clev. Painesville and Ashtabula:						
"	1850.	6	Jan. & July.	"	1880	98 1/2	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
"	602,000	6	Jan. & July.	"	1875	98 1/2	Dividend Mortgage	1,000,000	7			1880	
"	594,250	6	Ja. Ap. Ju. Oc.	"	1867	98 1/2	Cleveland and Pittsburg:						
"	821,261	6	Jan. & July.	"	1890	98 1/2	2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	96
Balt. City Loan of 1855	5,000,000	6					2d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	"	1875	91
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	"	1892	70
Income	100,000	8	April & Oct.	Boston.	1870		Consol. S. F. mort. bonds	135,000	7	May & Nov.	"	1890	
Bellefontaine and Indiana:							Clev. Columbus and Cin.						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-99	90	1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	1874-90	
2d Mortgage	483,000	7			1870	82 1/2	Cleveland and Toledo:						
Income bonds	87,000				1870		1st Mortgage	27,000	7	April & Oct.	New York.	1867	5
Selvidere Delaware:							2d Mortgage	126,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80 1/2	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	98
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81 1/2	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	102
3d Mortgage (do.)	746,000	6	Feb. & Aug.	"	1877		Columbus and Indiana Central:						
Boston Concord and Montreal:							1st mortgage	3,200,000	7	Jan. & July.	New York.		
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		2d mortgage	1,000,000	7	May & Nov.	"		
1st Mortgage	300,000	7	"	New York.	1865	100	Columbus and Xenia:						
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95 1/2	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
3d Mortgage Coupons	250,000	7	"	New York.	1870	100	Connecticut River:						
Sinking Fund	356,000	6	"	Boston.	1889	93	Mortgage	60,000	6	March & Sept.	Boston.	1878	96
Boston and Lowell:							Connectic. and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100 1/2	1st Mortgage	572,800	6	June & Dec.	Boston.	1876	95
"	200,000	6	April & Oct.	"	1879	93	Cumberland Valley:						
Buffalo, Bradford and Pittsburg:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105 1/2
1st Mortgage	1,768,000	7	Jan. & July.	New York.	1836		2d Mortgage	109,500	8	"	"	1904	
Buffalo, New York and Erie:							Dayton and Michigan:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94 1/2	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	98 1/2
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	87	2d Mortgage	2,589,000	7	"	"	1881	87
Buffalo and State Line:							3d Mortgage	642,000	7				
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98 1/2	Toledo depot bonds	169,500	7				
Income (4 in '99, 4 in '72)	200,000	7	Jan. & July.	"	var.		Dayton and Western:						
Special Erie and North-East	149,000	7	"	"	61-70		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Burlington and Missouri:							2d Mortgage	250,000	7	June & Dec.	"		40
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870		Delaware:						
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91 1/2
Old Road bonds	121,160	7			93-80		Guaranteed	100,000	6	"	"	1875	
Camden and Amboy:							State Loan	170,000	6	"	"	1876	
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1850		Delaware, Lackawanna and W'n:						
American Loan	3,335	6	"	New York.	1864		1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
Loan for \$500,000	210,600	6	"	"	1867	100	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	99
" \$800,000	338,040	6	"	"	1870	97	2d Mortgage	1,668,000	7	March & Sept.	"	1881	98
" \$675,000	675,000	6	"	"	1875	92 1/2	Des Moines Valley:						
" \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89 1/2	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
" \$2,500,000	867,000	6	May & Nov.	"	1889	88	Income	462,000	7	Jan. & July.	"	1884	90
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	98 1/2	Detroit and Milwaukee:						
Camden and Atlantic:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90 1/2	2d Mortgage	1,000,000	8	"	"	1865	
2d Mortgage	498,000	6	April & Oct.	"	1870	75	3d Mortgage (convertible)	750,000	10	"	"	1863	
Catawissa:							4th Mortgage (G. W. R. R.)	500,000	8				
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		Dubuque and Sioux City:						
Central of New Jersey:							1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101	Construction bonds, 2d Div'n	666,000					
2d Mortgage	600,000	7	May & Nov.	"	1875	102	Eastern (Mass.):						
Central Ohio:							2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
1st Mortgage W. Div.	480,000	7	May & Nov.	Zanesville.	1890	87	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	86 1/2	1st M. (State) \$75,000 a y'r after '84	125,000	5	Ja. Ap. Ju. Oc.	"	66-71	
2d Mortgage	900,000	7	March & Sept.	Baltimore.	1885	101	Essex Railroad Bonds	214,400	6			1876	
1st Mortgage (S. F.)	950,000	7	"	"	1885	85	East Tennessee and Georgia:						
2d Mortgage (S. F.)	1,265,800	7	"	"	1875	50	Endorsed by State of Tennessee	189,480					
Income	1,192,200	7	Jan. & July.	"	67-80		Mortgage (ordinary)	780,400					
Central Pacific of California:							East Tennessee and Virginia:						
1st Mortgage	1,836,000	6	Jan. & July.	New York.	1866	93 1/2	State of Tennessee Bonds	1,399,000	6				
Convertible bonds	1,500,000	7	"	"	1883	103 1/2	Endorsed by State of Tennessee	185,000					
Chesapeake:							1st Mortgage (after State)	74,000					
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	1875-80	92	2d Mortgage bonds	14,300					
Chicago, Burlington & Quincy:							Elmira and Williamsport:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	114	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95 1/2
" Inconvertible	3,123,000	8	"	"	1883		Five per cent bonds	570,000	5	April & Oct.	"		80
Penn. Bonds, dated Sept. 20, 1860	630,000	7	March & Sept.	"	1890		Erie and North-East:						
2d Mortgage, Inconvertible	941,000	4 1/2	July.	Frankfort O.M.	1890		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Evansville and Crawfordville:						
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868		Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
C. B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort O.M.			Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
Chicago and Alton:							Florida:—						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103	Internal Improvement (State)	1,655,000	7			1891	
1st Mortgage pref. S. F.	444,000	7	May & Nov.	"	1877	102 1/2	Free Land, 2d Mortgage	1,400,000	8			1891	
Income Bonds	1,710,000	7	April & Oct.	"	1883	91							



## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. var, that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage -	\$300,000 200,000	7 8	-----	-----	1891 1891	-----	Memphis and Charleston State (Tenn.) Loan -	\$1,595,530	6	Jan. & July.	New York.	1892	-----
Galena and Chicago Union: 1st Mortgage Coupon -	1,919,000	7	Feb. & Aug.	New York.	1882	100	1st Mortgage -	1,254,000	7	May & Nov.	"	1890	-----
2d Mortgage (S. F.) Coupon -	1,173,000	7	May & Nov.	"	1875	97	2d Mortgage -	237,000	7	Jan. & July.	"	1895	70
Elgin and State Line -	189,000	7	Jan. & July.	"	1879	-----	Michigan Central: 1st Mortgage Sterling -	467,489	6	Jan. & July.	London.	1872	-----
Mississippi River Bridge -	200,000	7	Jan. & July.	"	1884	-----	1st Mortgage Stg (convertible) -	600,000	8	March & Sept.	"	1869	-----
Great Western, Ill.: 1st Mortgage Western Division -	1,000,000	10	April & Oct.	New York.	1863	100	1st Mortgage (convert.) Dollar -	1,777,000	8	"	N. Y. & Boston	1869	107
" Eastern -	45,000	7	Feb. & Aug.	"	1888	-----	1st Mortgage (convert.) Dollar -	298,000	8	April & Oct.	"	1882	114
1st Mortgage whole line -	2,500,000	7	"	"	1888	83	1st Mortgage (S. F.) convertible -	4,231,500	8	"	"	1882	114
2d Mortgage -	2,500,000	7	May & Nov.	"	1893	76	Mich. Southern and N'n Indiana: Northern Indiana, 1st -	4,000	7	Feb. & Aug.	New York.	1861	-----
Hannibal and St. Joseph: Missouri State Loan (1st lien) -	3,000,000	6	Jan. & July.	New York.	73-78	88	Goshen Air Line -	651,000	7	"	"	1868	97
Land Security -	3,344,600	7	April & Oct.	"	1881	96	Detroit and Toledo -	924,000	7	"	"	1876	88
Convertible Bonds -	822,000	7	Jan. & July.	"	1883	68	1st General Mortgage (S. F.) -	4,863,000	7	May & Nov.	"	1886	107
Harrisburg and Lancaster: New Dollar Bonds -	661,000	6	Jan. & July.	Philadelphia.	1883	90	2d General Mortgage -	2,693,000	7	"	"	1877	98
Hartford and New Haven: 1st Mortgage -	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and St. Paul: 1st Mortgage -	4,593,000	7	Feb. & Aug.	New York.	1893	88
Housatonic: 1st Mortgage -	202,500	6	Jan. & July.	Bridgeport.	1877	-----	2d Mortgage -	1,500,500	7	April & Oct.	"	1884	73
Houston and Texas Central: State (1st Lien) Loan -	210,000	7	-----	-----	1866	-----	Real Estate Purchase -	135,500	-----	-----	-----	1874	-----
Mortgage -	125,000	7	-----	-----	1866	-----	Milwaukee and Prairie du Chien: 1st Mortgage (coupon) -	890,500	7	Jan. & July.	New York.	1891	89
Hudson River: 1st Mortgage -	4,000,000	7	Feb. & Aug.	New York.	69-70	101	Minnesota and Pacific Real Estate -	1,200,000	7	Jan. & July.	-----	1892	61
2d Mortgage (S. F.) -	2,000,000	7	June & Dec.	"	1885	105	Mississippi Central: 1st Mortgage -	1,246,000	7	May & Nov.	New York.	-----	-----
2d Mortgage -	1,840,000	7	May & Nov.	"	1875	99	2d Mortgage -	1,517,000	7	Feb. & Aug.	"	-----	-----
Convertible -	1,002,000	7	"	"	1887	100	Mississippi Central and Tenn.: State (Tenn.) Loan -	529,000	6	-----	-----	-----	-----
Illinois Central: Optional Right Bonds -	28,000	7	Jan. & July.	New York.	1868	-----	Mississippi and Missouri: 1st Mortgage (convertible) -	1,000,000	7	-----	New York.	-----	-----
Construction -	6,668,500	7	April & Oct.	London.	1876	-----	2d Mortgage (S. F.) -	400,000	8	-----	"	-----	-----
Construction -	2,523,000	6	"	New York.	1875	116	1st Land Grant -	3,612,000	7	-----	"	-----	-----
Redemption bonds -	2,563,000	6	"	"	1890	-----	Mississippi and Tennessee: Tennessee State Loan -	167,800	6	Jan. & July.	New York.	1885	-----
Sterling Redemption bonds -	859,500	7	"	London.	1875	-----	1st Mortgage -	600,000	6	"	"	1870	-----
Illinois and Southern Iowa: 1st Mortgage -	300,000	7	Feb. & Aug.	New York.	1882	74	Income Bonds -	297,500	10	"	Memphis.	1870	-----
Indiana Central: 2d Mortgage -	264,000	10	Jan. & July.	New York.	1870	100	Mobile and Ohio: Tennessee State Bonds -	1,099,160	6	Jan. & July.	New York.	1882	-----
Indianapolis and Cincinnati: 1st Mortgage -	500,000	7	Jan. & July.	New York.	1888	91	Sterling (1st mort.) Bonds -	4,187,000	6	"	London.	-----	-----
Ind., Pittsburg and Cleveland: 1st Mortgage -	650,000	7	Jan. & July.	New York.	1870	-----	" " " " -	"	"	"	Mobile	-----	-----
2d Mortgage -	347,000	7	"	"	-----	-----	Income Bonds of 1881 -	146,200	8	"	N. Y. & Mob.	1861	-----
Indianapolis and Madison: Mortgage -	640,000	7	May & Nov.	New York.	1881	85	" " " " -	625,700	8	"	Mobile.	62-65	-----
Jeffersonville: 1st Mortgage -	187,000	7	March & Sept.	New York.	1861	85	Mongomery and West Point: Mortgage (due 1863 and '65) -	30,500	6	-----	-----	63-65	-----
2d Mortgage -	392,000	7	April & Oct.	"	1873	66	Mortgage -	61,500	8	-----	-----	1866	-----
Joliet and Chicago: 1st Mortgage (S. F.) -	500,000	8	April & Oct.	New York.	1883	101	Bonds -	100,000	-----	Jan. & July.	-----	1870	-----
Joliet and N. Indiana: 1st Mortgage (guar.) -	800,000	8	Jan. & July.	New York.	1874	-----	Bonds -	299,200	-----	"	-----	1876	-----
Kennebec and Portland: 1st Mortgage (City and Town) -	800,000	6	April & Oct.	Boston.	1870	-----	Bonds -	639,500	-----	"	-----	1881	-----
2d Mortgage -	230,000	6	"	Augusta.	1861	-----	Morris and Essex: 1st Mortgage (S. F.) -	5,000,000	7	May & Nov.	New York.	1915	99
* Kentucky Centr. (Gov. and Lex.) 1st Mortgage -	180,000	6	-----	-----	-----	-----	2d Mortgage -	1,500,000	7	Feb. & Aug.	"	88	-----
1st Mortgage -	260,000	7	-----	-----	-----	-----	Muscooke: 1st Mortgage -	240,000	7	-----	-----	-----	-----
2d Mortgage (convertible) -	1,006,000	7	-----	-----	-----	-----	Nashville and Chattanooga: Mortgage (State endorsed) -	1,500,000	-----	-----	-----	-----	-----
Lehigh Valley: 1st Mortgage -	1,477,000	6	May & Nov.	Philadelphia.	1873	86	Naugatuck: 1st Mortgage conv -	224,000	7	Jan. & July.	Bridgeport.	1876	-----
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.) -	875,000	7	May & Nov.	Milwaukee.	1872	-----	* New Albany and Salem: 1st Mortgage -	2,235,000	6	-----	-----	-----	-----
Lackawanna and Bloomsburg: 1st Mortgage -	2,024,578	7	Jan. & July.	Philadelphia.	1881	-----	N. Hav., N. Lond. and Stonington: 1st Mortgage -	200,000	6	Jan. & July.	New Haven.	1869	91
Lexington and Frankfort: Mortgage, due 1869 and '74 -	63,000	6	Jan. & July.	Lexington.	69-74	-----	Extension -	116,000	6	May & Nov.	"	1878	-----
Little Miami: Mortgage (coupon) -	1,500,000	6	May & Nov.	New York.	1883	100	New Haven and Northampton: 1st Mortgage -	500,000	7	Jan. & July.	New Haven.	1869	-----
Long Island: State Loan (S. F.) -	100,000	5	Jan. & July.	New York.	1876	92	1st Mortgage (H. & Hamp.) -	103,000	6	-----	-----	-----	-----
1st Mortgage -	500,000	6	"	"	1870	-----	New Jersey: Company's (various) -	865,000	6	Semi-annually.	New York.	var.	-----
Ext. bonds (Hunter's Point) -	175,000	7	Feb. & Aug.	"	1890	-----	New London Northern: 1st Mortgage -	60,000	7	Jan. & July.	New London.	1871	100
Ext. bonds (Glen Cove Br.) -	150,000	6	May & Nov.	"	1893	-----	Extension Bonds -	72,800	6	March & Sept.	"	1886	-----
Long Dock Co.: Mortgage Bonds -	2,007,000	7	June & Dec.	New York.	1882	97	N. Orleans, Jackson and Gt. North: 1st Mortgage Coupon -	2,741,000	8	Jan. & July.	New York.	1886	-----
Louisville and Frankfort: Louisville Loan -	100,000	6	Jan. & July.	New York.	1881	-----	2d Mortgage Bonds -	241,000	-----	-----	-----	-----	-----
1st Mortgage -	120,000	6	"	"	68-78	-----	N. Orleans, Opelousa and Gt. West: Louisiana State Loan -	650,000	6	-----	-----	-----	-----
Louisville and Nashville: 1st Mortgage Main Stem -	1,594,000	7	Feb. & Aug.	New York.	68-77	-----	New Orleans City Subscription 1st Mort. Construction -	1,500,000 1,730,600	5 8	-----	-----	1889	-----
Lebanon Branch 1st Mortgage -	600,000	7	-----	-----	60-85	-----	New York Central: Premium (S. F.) Bonds -	6,189,954	6	May & Nov.	New York.	1883	95
Memphis Branch 1st Mortgage -	267,000	7	-----	-----	70-75	-----	Funding (S. F.) Bonds -	1,514,000	7	Feb. & Aug.	"	1876	103
Bardonia and Louisville -	30,000	7	-----	-----	1870	-----	Exchanged Stks (S. F.) Bds -	594,000	6	May & Nov.	"	1883	-----
City of Louisville bonds -	1,074,000	-----	-----	-----	86-87	-----	" " " " (B & N. F.) -	77,000	6	"	"	1883	-----
Louisville, Cin. and Lexington: 1st Mort. (\$3,000,000) -	1,500,000	7	Jan. & July.	New York.	1897	36	Real Estate (S. F.) Bonds -	165,000	6	"	"	1883	-----
Maine Central: Loan \$1,100,000 -	1,092,900	6	-----	-----	80-81	-----	Real Estate Bonds & Mortgages -	131,315	7	var.	"	var.	-----
Loan \$400,000 -	314,100	6	-----	-----	70-71	-----	" " " " -	45,560	6	-----	"	1883	-----
McMinnville and Manchester: State (Tenn.) -	372,000	6	-----	-----	-----	-----	Bonds of Aug. 1869, Convertible Bonds of Oct. 1863, (S. F.) -	4,300,000 2,900,000	7 6	Feb. & Aug. June & Dec.	"	1876 1887	127 53
Marett and Cincinnati: 1st Mortgage Bonds -	2,368,388	7	Feb. & Aug.	Baltimore.	1891	52	New York and Erie: 1st Mortgage -	3,000,000	7	May & Nov.	New York.	1887	105
1st Mortgage Sterling -	1,000,000	7	May & Nov.	"	1891	73	2d Mortgage -	4,000,000	7	March & Sept.	"	1879	103
2d Mortgage -	24,000	7	-----	-----	-----	-----	3d Mortgage -	6,000,000	7	"	"	1883	100
Scioto & Hocking Val. R. mort. Memphis, Clarksv. and Louisv. State (Tenn.) Loan -	300,000 910,000	6 6	-----	-----	1883 -----	-----	4th Mortgage -	4,441,000	7	April & Oct.	"	1890	94
Memphis and Ohio State (Tenn.) Loan -	340,000	6	-----	-----	-----	-----	5th Mortgage -	926,500	7	June & Dec.	"	1886	93
							Buffalo Branch -	186,400	7	Jan. & July.	-----	1891	-----
							Sterling Bonds -	3,875,520	-----	-----	London.	1875	-----
							New York and Harlem: 1st Mortgage -	3,000,000	7	May & Nov.	New York.	1873	101
							Consolidated -	1,000,000	7	Feb. & Aug.	"	1893	100
							3d Mortgage -	990,300	7	Jan. & July.	"	1897	99
							New York and New Haven: Mortgage Bonds Coupon -	1,688,500	6	April & Oct.	New York.	1875	93
							N. York, Providence and Boston: 1st Mortgage -	500,000	7	Feb. & Aug.	New York.	-----	-----

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867	---	Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	---
North-Eastern (S. O.):							Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	65
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	---	Mortgage (Registered)	504,000	7	"	"	1873	65
2d Mortgage	145,000	7	"	"	1868	---	Richmond and Petersburg:						
Prof. Block (acc'd 2d mort. b'ds)	165,000	8	May & Nov.	"	1874	---	Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	---
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	---
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.	---	---	Rome, Watertown and Ogdensburg:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95	1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	---
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	---	Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	146
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86	2d Mortgage	937,500	7	"	"	1863	55
North. Cen., 3d Mort. (\$2,500,000)	1,064,500	6	April & Oct.	"	1900	85	3d Mortgage	440,000	7	"	"	1863	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	113
Chattel Mortgage	800,000	10	"	"	1887	115	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	---
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94	1st Mortgage	981,000	7	Feb. & Aug.	---	1900	77
Norwich and Worcester:							3d Mortgage	148,000	7	"	---	1875	---
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	---	Six per cents	73,912	6	"	---	1878	---
Bonds for Dividend Scrip	50,000	7	"	New York.	'64-'74	---	Sandusky, Mansfield and Newark:						
Steamboat Bonds	95,000	7	Feb. & Aug.	"	'63-'70	---	1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	---
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92	1st Mortgage	210,000	7	"	---	1880	---
1st Mortgage—Western	850,000	7	"	"	1872	---	3d Mortgage	71,000	7	"	---	1870	---
3d Mortgage—Western	750,000	7	"	"	1874	---	Registered Convertible	128,993	7	"	---	1873	---
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	---	State Loan	187,000	6	"	---	1868	---
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875	---	Domestic Bonds	234,500	6	Jan. & July.	---	'73-'74	---
2d Extension	870,500	8	May & Nov.	"	1873	70	Domestic Bonds	643,500	7	April & Oct.	---	'69-'91	---
Ogdensburg & Lake Champlain:							Sterl. Skg. r'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	---
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100	Do. do. do.	275,137	5	Jan. & July.	Charleston.	1886	---
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	388,000	6	Jan. & July.	Oswego.	70-'80	---	1st Mortgage	500,000	---	"	---	---	---
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	90	1st Mortgage	437,000	---	"	---	---	---
Panama:							Steuern and Ind. (P. C. and O.):						
1st Mortgage Sterling	415,000	7	April & Oct.	London.	1870	---	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	69
1st Mortgage Sterling	345,000	7	April & Oct.	"	1875	---	Sunbury and Erie:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---	1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
Peninsula:							Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	85	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	---
Pennsylvania:							St. Louis, Alton & Terre Haute:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
2d Mortgage	2,621,000	6	April & Oct.	"	1876	98	" (series B)	1,100,000	7	April & Oct.	"	1894	---
2d Mortgage Sterling	2,283,840	6	"	London.	1875	---	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	88
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	" " (series D)	1,400,000	7	May & Nov.	"	1894	---
Penobscot and Kennebec:							" " Income (series E)	1,700,000	7	"	"	1894	82
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	---	St. L., Jacksonv. and Chicago:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1875	---	1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	---
Petersburg and Lynchburg (S. Side):							St. Paul and Pacific 1st Division:						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	---	1st Mortgage (10 miles)	120,000	8	March & Sept.	---	1892	---
2d Mortgage (1892-'70-'72)	314,900	6	"	"	'62-'72	---	1st Mort. (70 m. 2d mort. (10 m.)	700,000	7	Jan. & July.	---	1892	---
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68	---	1st Land Grant Mortgage	1,200,000	7	June & Dec.	---	1892	---
1st Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69	---	Toledo, Peoria & Warsaw:						
Phila., Germantown and Norristown:							1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	52
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	---	Toledo, Wabash and Western:						
Philadelphia and Erie:							1st M. (Toledo and Illinois)	500,000	7	Feb. & Aug.	New York.	1890	91
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	103	1st M. (L. E., Wab. and St. Louis)	2,500,000	7	"	"	1890	---
2d Mortgage (general)	5,000,000	6	"	"	1881	94	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	82
1st Mortgage	3,000,000	7	"	"	1885	79	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	---
2d Mortgage	4,000,000	6	"	"	1901	---	Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	"	1871	86
Philadelphia and Reading:							Equipment Bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70
Bonds of 1886 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	---	Vermont Central:						
" 1849, "	2,356,000	6	April & Oct.	"	1870	100	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
" 1861, "	106,000	6	Jan. & July.	"	1871	96	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	38
" 1843, "	1,525,300	6	"	"	1880	93	Vermont and Massachusetts:						
" 1844, "	804,000	6	"	"	1880	91	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	83
" 1845, "	101,000	6	"	"	1880	92	Virginia Central:						
" 1849, "	67,000	6	"	"	1880	96	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	---
" 1867, (convertible)	171,500	6	"	"	1886	96	Mortgage (coupons)	206,500	5	"	Richm'd &	1872	---
" 1886, "	285,000	7	"	"	'72-'77	---	Mortgage (coupons)	983,000	6	"	New York.	1884	---
Phila., Wilmington and Baltimore:							State Loan 1859-'60	210,000	6	"	Richmond	---	---
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97	Coupon bonds of 1865	63,000	8	"	"	1876	---
Pittsburg and Connellsville:							Funding Interest bonds	158,059	8	"	"	'70-'77	---
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74	Dividend bonds	121,227	6	"	"	'65-'76	---
Pittsburg, St. Wayne and Chicago:							Virginia and Tennessee:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106	1st Mortgage	494,000	6	Jan. & July.	New York.	1872	---
" (series B)	875,000	7	Feb. & Aug.	"	1912	---	2d Mortgage	23,500	6	"	"	1878	---
" (series C)	875,000	7	Mar. & Sept.	"	1912	---	3d or Income Mortgage	314,500	6	"	"	1865	55
" (series D)	875,000	7	April & Oct.	"	1912	---	Enlarged Mortgage	598,800	6	"	"	1884	---
" (series E)	875,000	7	May & Nov.	"	1912	---	Warren (N. J.):						
" (series F)	875,000	7	Jun. & Dec.	"	1912	---	1st Mortgage	650,000	7	Feb. & Aug.	New York.	1875	---
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	101	Warwick Valley, N. Y.:						
" (series H)	860,000	7	Feb. & Aug.	"	1912	---	1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
" (series I)	860,000	7	Mar. & Sept.	"	1912	---	Watertown and Rome:						
" (series K)	860,000	7	April & Oct.	"	1912	---	Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	---
" (series L)	860,000	7	May & Nov.	"	1912	---	Western (Mass.):						
" (series M)	860,000	7	June & Dec.	"	1912	---	Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	---
2d Mortgage	2,000,000	7	April	"	1912	93	Dollar Bonds	936,500	6	"	Boston.	1875	97
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	---	West Jersey:						
Pittsburg and Steubenville:							1st Mortgage	238,000	6	March & Sept.	Camden.	1883	90
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	2d Mortgage	772,000	7	"	Philadelphia.	1896	---
Potomac and Waterown:							Western Maryland:						
1st Mortgage guaranteed	531,500	7	June & Dec.	New York.	'64-'74	---	1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
Quincy and Toledo:							1st Mortgage guaranteed	200,000	6	"	"	1890	90
1st Mortgage	570,000	7	May & Nov.	New York.	1890	72	Western Pacific:						
Raleigh and Gaston:							1st Mortgage	---	6	June & Dec.	N. Y. & Lond.	1895	---
Coupon	100,000	---	"	"	1892	---	Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	598,000	7	June & Dec.	New York.	1866	---
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1889	---	2d Mortgage	200,000	7	May & Nov.	"	1873	---
2d Mortgage	250,000	7	"	"	1883	---	Income Bonds	167,000	7	March & Sept.	"	1884	---
Equipment Bonds	208,000	7	"	"	1876	---	Wilmington and Weldon:						
Lehman, Fred. and Potomac:							Sterling Bonds	578,897	6	"	London.	1881	---
Sterling (£87,000)	324,000	6	"	"	1880	---		197,777	7	"	"	1886	---



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.		Liabilities.					Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.		
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.		
ALABAMA.																						
30 Jun. '60	65.0	---	---	---	50.6	2	2	Alabama and Florida	1,451,336	*	---	877,963	503,500	105,255	1,515,704	54.0	---	101,102	37,800	---	---	
23 Feb. '59	30.3	---	---	---	58.1	2	19	Alabama and Mississippi	451,505	30,991	---	835,010	109,500	21,632	618,965	80.3	---	55,791	31,852	---	---	
31 May '60	109.6	---	---	---	57.8	11	9	Ala. and Tennessee Rivers	2,251,927	184,906	---	1,067,009	777,777	240,486	2,478,023	109.6	---	207,626	111,232	---	---	
30 Jun. '59	57.0	---	---	---	171.3	---	---	Mobile and Girard	1,500,000	---	---	---	---	---	---	---	284,791	76,772	21,006	---	---	
31 Dec. '65	489.3	33.5	---	---	40.4	21	20	Mobile and Ohio	9,258,002	2,183,562	---	3,615,400	7,961,831	1,591,391	17,972,556	482.6	8 mos	1,324,547	642,499	---	---	
23 Feb. '67	88.5	28.4	---	---	21	12	123	Montgomery and West Point	2,439,420	308,967	---	1,644,104	1,130,700	288,751	3,063,586	116.9	170,707	449,007	189,402	---	---	
ARKANSAS.																						
3 Nov. '58	38.5	---	---	107.5	---	---	---	Memphis and Little Rock	553,877	*	---	251,524	446,000	10,725	811,949	---	---	---	---	---	---	
CALIFORNIA.																						
30 Dec. '60	22.5	---	---	---	---	---	---	Sacramento Valley	1,493,850	*	---	783,550	700,000	---	1,493,850	22.5	---	230,251	104,694	---	---	
CONNECTICUT.																						
31 July '65	23.8	---	---	1.9	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	206,900	100,000	---	---	23.8	53,945	106,333	26,249	8	---	
31 Jan. '66	122.4	---	---	17.7	75.1	18	20	Hartford, Provid. and Fishkill	3,902,356	202,511	---	2,037,940	1,936,740	---	---	122.4	319,433	644,726	166,182	---	---	
31 Aug. '67	61.4	10.2	---	66.9	26	42	434	Hartford and New Haven	3,288,932	254,000	---	1,403,095	8,000,000	927,000	104,183	4,946,027	75.2	646,113	1,885,334	592,283	12	174
31 Dec. '65	74.0	---	---	8.9	10	12	261	Housatonic	2,439,775	---	347,519	2,000,000	292,500	150,848	2,787,594	124.0	192,089	478,095	65,463	---	---	
31 Dec. '65	57.0	---	---	2.0	8	11	188	Naugatuck	1,455,639	---	---	1,000,000	295,000	34,056	---	---	---	---	---	---	---	
28 Feb. '66	60.0	---	---	2.6	8	10	30	N. Haven, N. London and Ston.	1,454,040	---	---	738,538	766,000	---	---	62.0	---	67,143	---	---	---	
30 Nov. '67	60.0	---	---	2.6	8	10	83	New Haven and Northampton	2,551,142	---	---	1,894,000	650,000	142,167	2,651,142	30.0	52,463	82,196	108	2	---	
30 Nov. '67	100.0	---	---	15.13	316	---	---	New London Northern	1,402,287	---	173,843	895,000	430,000	277,000	1,002,000	100.0	326,135	382,944	93,591	8	---	
31 Mar. '67	61.3	1.0	---	63.8	55	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,090,000	1,079,500	258,046	8,272,132	117.4	787,823	2,068,269	704,074	10	141	
30 Nov. '67	59.4	7.0	---	7.5	29	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,863,600	629,900	9,172	3,530,557	56.4	364,521	6,043	201,036	10	94	
DELAWARE.																						
31 Oct. '60	84.3	---	---	10.7	---	---	---	Delaware	1,552,257	---	---	406,132	870,000	271,877	1,607,034	84.3	136,631	138,970	41,466	---	---	
31 Oct. '62	16.2	---	---	---	---	---	---	Newcastle and Frenchtown	704,360	---	18,535	744,520	---	---	5,024	749,544	6.0	27,283	10,290	9	---	
FLORIDA.																						
30 Apr. '62	---	---	---	---	150	---	---	Florida	---	---	---	---	---	---	---	---	---	---	---	---	---	
30 Apr. '60	32.0	---	---	3.0	13.0	3	1	Florida and Alabama	532,791	30,586	---	191,455	195,000	75,894	619,112	32.0	---	7,817	3,535	---	---	
30 Apr. '62	59.9	---	---	6.0	---	---	---	Fla. Atlantic and Gulf Central	---	---	---	---	---	---	---	---	---	---	---	---	---	
30 Apr. '62	100.0	3.9	---	10.0	153.5	---	---	Pensacola and Georgia	---	---	---	---	---	---	---	---	---	---	---	---	---	
GEORGIA.																						
30 Jun. '67	86.7	---	---	---	18	6	88	Atlanta and West Point	1,290,079	---	145,564	1,232,200	55,560	56,575	1,346,632	86.7	---	391,477	68,880	34	---	
31 Dec. '62	92.6	---	---	8.7	70.9	---	---	Atlantic and Gulf—M. Trunk	---	---	---	---	---	---	---	---	---	---	---	---	---	
30 Dec. '60	53.0	---	---	---	---	---	---	Angusta and Savannah	1,092,260	---	---	733,700	129,500	---	---	53.0	---	108,988	96,612	---	---	
30 Apr. '60	43.5	---	---	23.7	---	---	---	Brunswick and Florida	755,000	---	---	151,887	---	---	---	---	---	---	---	---	---	
30 Nov. '66	190.0	---	---	---	49	31	---	Central of Georgia (and Bank)	4,472,000	---	1,849,923	4,696,800	784,000	138,940	6,686,956	190.0	---	1,784,749	359,214	---	---	
31 Mar. '67	171.0	71.0	---	---	48	23	407	Georgia (and Bank)	1,556,000	---	1,997,361	4,156,000	386,000	241,932	7,175,283	102.5	---	1,138,142	246,856	64	---	
30 Nov. '60	102.5	---	---	---	10	16	171	Macon and Western	1,500,000	---	---	1,500,000	---	12,296	1,658,976	102.5	---	220,241	404,618	12,676	10	
31 July '59	50.0	---	---	---	7	2	107	Macon and Western	774,244	162,584	---	689,950	249,000	---	1,026,868	50.0	---	202,714	110,516	8	---	
1 May, '58	68.1	---	---	---	3	4	38	Savannah, Albany and Gulf	1,395,634	62,374	---	1,275,901	10,200	180,621	1,478,140	71.6	---	---	---	---	---	
31 July '67	106.1	100.8	16.2	---	19	20	26	South Western	3,385,131	411,195	58,305	3,208,900	437,000	148,067	3,856,711	228.8	306,335	1,006,552	83,251	9	---	
30 Sep. '69	138.0	---	---	---	52	24	708	Western and Atlantic	5,901,497	---	---	built and owned by State.	---	---	---	138.0	---	332,343	454,641	---	---	
ILLINOIS.																						
31 Dec. '67	250.0	---	---	---	72	34	121	Chicago and Alton	10,276,604	---	1,806,703	6,311,982	3,944,000	402,973	11,583,807	250.0	1,672,955	3,802,551	1,748,733	10	---	
30 Apr. '67	317.0	83.0	47.0	---	119	56	2,438	Chicago, Burlington and Quincy	13,246,711	2,956,327	2,758,986	10,399,010	6,458,250	365,542	18,967,024	400.0	2,421,566	5,144,862	2,703,463	20	---	
31 May, '67	491.0	661.4	30.0	---	243	133	5,550	Chicago and Northwestern	41,871,570	---	3,992,752	28,021,611	16,251,000	1,123,476	45,964,832	1.152	---	10,161,735	2,229,967	6	---	
31 Mar. '67	181.8	181.5	---	42.1	92	46	1,500	Chicago, Rock Isl. and Pacific	15,313,322	---	3,192,940	9,100,000	8,146,524	636,486	18,506,768	400.0	1,621,307	3,374,034	1,413,993	10	---	
31 May, '63	174.5	5.5	14.3	---	21	22	504	Great Western	4,039,561	---	---	1,643,561	2,395,900	---	4,214,542	158.0	---	742,097	377,476	---	---	
31 Dec. '66	454.8	252.5	---	---	150	83	3,546	Illinois Central	20,954,153	---	10,323,528	23,415,750	12,144,000	---	41,478,280	708.8	3,603,862	6,546,741	2,175,447	10	---	
31 Dec. '66	111.0	---	---	---	112	17	7	Toledo, Peoria & Warsaw	5,211,634	---	52,349	8,335,929	1,600,000	121,059	6,269,868	111.0	---	561,663	171,667	---	---	
31 Dec. '65	195.0	14	12.2	---	46	30	1,092	St. Louis, Alton & Terre Haute	10,700,000	---	---	4,000,000	6,700,000	---	10,700,000	209.0	---	2,240,744	488,558	---	---	
INDIANA.																						
31 Aug. '65	132.0	---	---	---	41	23	765	Chicago and Great Eastern	---	---	---	4,890,000	5,600,000	---	---	224.0	---	559,120	246,720	---	---	
31 Dec. '62	72.4	---	---	---	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,582	2,726,187	132.0	246,145	442,598	168,541	---	---	
31 May, '67	89.8	---	---	---	19	27	296	Indiana Central	1,697,039	274,081	---	61,050	2,540,500	15,900	2,102,761	109.0	---	448,558	220,834	---	---	
31 Dec. '68	89.8	20.2	---	---	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	26,689	1,689,900	1,293,281	140,632	3,458,108	101.0	---	448,558	220,834	---	---	
31 Dec. '64	84.0	---	---	---	15	---	---	Ind., Pittsburg and Cleveland	2,735,566	---	249,322	1,872,000	997,000	106,879	2,975,878	84.0	384,589	771,763	807,832	---	---	
1 Dec. '62	78.0	---	---	11.0	15	14	201	Jeffersonville	1,549,518	---	278,334	1,015,907	621,000	---	2,175,223	108.0	312,856	527,583	263,156	---	---	
31 Mar. '64	86.0	46.0	3.0	---	17	10	263	Indianapolis and Madison	1,464,347	---	---	819,900	640,000	---	1,638,763	132.0						

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.			Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.					
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.				Gross.	Net.	Dividends.			
30 Nov. '6	55.6	—	—	—	6	4	74	MAINE.	1,060,000	*	*	151,833	444,638	205,564	757,381	63.5	76,344	79,761	43,461	—	—		
30 Jun. '6	49.6	—	—	—	41	17	349	Androscooggin	7,664,059	*	*	2,494,900	2,471,560	1,986,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45		
31 Dec. '6	43.6	9.8	8.0	—	12	11	120	Atlantic and St. Lawrence	3,000,000	*	*	1,000,000	2,000,000	109.5	309,481	612,118	177,423	—	—	—	—		
31 May, '6	92.7	9.5	—	—	13	15	233	Portland and Kennebec	4,212,201	*	*	57,091	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—		
31 May, '6	51.5	—	—	—	14	4	157	Maine Central	1,800,184	*	*	498,435	1,500,000	—	1,858,669	51.3	227,394	529,325	230,825	6	102 1/2		
30 Sep. '6	279.8	7.2	—	—	243	164	4,549	PORTLAND, SACO AND PORTSMOUTH.	21,450,621	3,021,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,973	10	128 1/2		
30 Sep. '6	30.0	—	—	—	—	—	—	Baltimore and Ohio	1,650,000	*	*	1,650,000	—	—	2,368,013	39.0	584,845	916,286	550,992	10	127		
31 Dec. '6	138.0	4.0	25.0	—	99	56	4,190	Washington Branch	9,067,416	1,648,006	1,747,841	4,648,900	5,784,500	1,812,648	18,083,161	326.0	2,676,035	1,212,169	8	44			
30 Nov. '6	111.0	19.5	9.9	269.6	18	12	176	Northern Central	19,242,031	*	*	14,884,000	8,653,360	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	14		
30 Nov. '6	26.8	1.8	43.4	—	27	28	707	MASSACHUSETTS.	2,470,254	183,846	546,047	1,891,500	944,600	74,906	3,198,644	71.0	326,071	878,068	234,804	8	128		
30 Nov. '6	74.3	8.8	64.7	—	42	67	929	Boston, Hartford & Erie	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	558,737	1,608,167	481,471	10	140		
30 Nov. '6	47.0	7.0	49.0	—	31	47	411	Boston and Lowell	3,162,600	207,400	399,367	3,360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,308	10	141 1/2		
30 Nov. '6	44.6	24.0	66.6	—	40	71	442	Boston and Maine	4,334,640	665,360	1,214,615	6,000,000	—	—	783,666	93.6	783,666	1,442,500	781,421	10	141 1/2		
30 Nov. '6	48.0	1.1	2.7	—	7	12	111	Boston and Providence	916,761	86,884	66,992	721,926	—	—	61,364	1,098,587	47.1	88,388	197,931	61,261	69	69	
30 Nov. '6	60.0	3.4	12.3	—	14	27	255	Boston and Worcester	1,747,166	159,816	809,512	1,700,000	250,000	—	594	2,246,483	52.4	288,750	629,165	169,164	8	125	
30 Nov. '6	44.1	60.4	36.4	—	41	70	699	Cape Cod Branch (par 60)	4,916,276	622,334	419,000	3,883,300	1,770,400	663,200	6,316,000	94.5	603,222	1,447,046	546,630	8	118 1/2		
30 Nov. '6	51.0	42.5	76.9	—	31	83	507	Connecticut River	3,189,851	360,149	463,637	3,540,000	—	—	4,050,280	93.5	605,362	1,101,444	544,744	9	130 1/2		
30 Nov. '6	13.9	2.9	—	—	3	3	3	Eastern	295,638	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,446	6	—		
30 Nov. '6	12.3	2.3	—	—	2	3	21	Fitchburg	382,884	30,274	5,345	200,000	73,000	—	368,593	(O. B. & L.)	21,780	17,988	6	—			
30 Nov. '6	14.9	1.0	—	—	12	13	232	Fitchburg and Worcester	678,919	96,884	81,122	720,000	—	15,000	855,725	74.7	381,629	440,241	74,679	10	134		
30 Nov. '6	20.1	1.5	—	—	6	12	81	Lowell and Lawrence	452,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	152,964	43,061	8	101 1/2		
30 Nov. '6	180.5	10.5	32.3	—	34	69	387	Nashua and Lowell	6,214,824	598,505	90,677	4,848,320	2,370,000	128,060	7,618,309	140.0	826,061	1,381,055	336,510	6	91		
30 Nov. '6	18.6	1.4	—	—	1	2	1	New Bedford and Taunton	411,821	31,862	—	450,000	—	—	500,000	18.6	50,080	108,994	27,782	6	80 1/2		
30 Nov. '6	43.4	1.0	10.0	—	19	17	682	Old Colony and Newport	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,426	44.4	321,855	702,946	160,429	8	124 1/2		
30 Nov. '6	16.9	1.0	—	—	8	13	198	Pittsfield and North Adams	381,470	82,543	6,679	243,305	226,900	—	486	470,692	(O. B. & L.)	17,660	16,658	14	110 1/2		
30 Nov. '6	11.1	0.6	1.6	—	4	8	85	Providence and Worcester	250,000	—	43,720	250,000	—	4,392	293,730	(O. B. & L.)	53,992	217,997	26,445	8	112 1/2		
30 Nov. '6	6.1	—	—	—	—	—	—	Salem and Lowell	—	—	—	228,942	979,208	—	11.7	by Troy and Boston.	—	—	—	—	—		
30 Nov. '6	69.3	8.0	6.5	—	12	12	186	Taunton Branch	3,259,086	207,343	93,908	2,860,000	550,316	2,827	3,660,337	77.3	199,126	461,424	62,594	14	53		
30 Nov. '6	156.1	17.5	184.2	—	103	53	1,820	Troy and Greenfield	11,108,521	1,583,840	4,099,622	8,726,100	5,764,620	—	17,991,983	173.6	1,340,391	4,086,707	1,249,236	10	116 1/2		
30 Nov. '6	48.7	10.6	—	—	11	16	225	Vermont and Massachusetts	1,362,587	169,613	126,626	1,522,200	—	62,906	1,648,826	45.7	280,847	448,388	151,360	8	116 1/2		
31 Mar. '6	93.5	—	—	—	14	10	232	NEW HAMPSHIRE.	2,850,000	*	431,345	1,799,000	1,050,000	20,974	3,281,345	93.5	—	467,714	147,121	—	80		
30 Nov. '6	53.6	6.2	—	—	21	15	271	Boston, Concord and Montreal	2,689,307	—	280,780	2,085,925	672,200	—	2,970,087	63.6	433,660	688,000	128,162	8	—		
31 Mar. '6	34.5	—	—	—	28	20	470	Cheshire	1,500,000	—	148,924	1,500,000	—	—	1,748,868	121.4	500,024	941,321	146,838	9	74		
31 Mar. '6	26.9	—	—	—	2	—	—	Concord (par \$50)	825,000	175,000	—	1,000,000	—	—	1,000,000	(O. B. & L.)	by Concord	97,225	9	128			
31 Mar. '6	19.3	—	—	—	—	—	—	Manchester & Lawrence	600,000	—	—	200,000	—	—	600,000	(O. B. & L.)	by O.	50,267	48,317	—	—		
31 Mar. '6	69.2	18.0	12.6	—	24	23	465	Manchester and Northwae.	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	362,640	681,301	242,998	8	120 1/2		
31 Dec. '6	64.2	11.0	8.1	—	—	—	—	Northern New Hampshire	3,456,709	—	—	996,647	2,245,000	346,140	3,587,757	77.5	—	566,742	128,939	15	—		
31 Dec. '6	61.2	42.4	74.9	—	74	95	171	Belvidere Delaware	10,099,001	—	4,351,251	7,987,412	10,073,137	—	18,060,549	124.2	—	5,607,642	1,444,706	15	125		
31 Dec. '6	60.2	—	—	—	—	—	—	Camden and Amboy	1,931,434	—	—	1,001,993	1,034,776	107,432	2,944,201	60.2	—	398,975	129,869	—	—		
31 Dec. '6	74.0	12.0	74.0	—	65	62	1071	Camden and Atlantic	7,708,080	1,944,600	5,260,728	3,000,000	1,500,000	250,400	15,111,102	102.0	1,234,816	3,051,274	1,617,268	10	118		
31 Dec. '6	63.0	—	—	—	24	43	274	Central of New Jersey	6,975,921	1,211,111	208,399	6,000,000	5,516,950	124,322	9,626,429	63.0	—	1,020,078	304,869	7	70		
31 Dec. '6	38.8	—	—	—	35	98	180	Morris and Essex	3,590,328	827,056	1,580,141	5,000,000	—	—	6,512,449	33.8	688,632	1,770,862	789,016	10	182		
31 Dec. '6	21.3	—	—	—	2	6	17	New Jersey	487,803	—	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—		
31 Dec. '6	66.0	16.0	—	—	—	—	—	Northern New Jersey	4,998,592	—	—	2,530,790	1,662,800	920,447	4,983,947	81.0	—	336,661	—	—	65		
31 Dec. '6	18.2	—	—	—	—	—	—	Haritan and Delaware Bay	2,000,000	—	59,050	1,647,650	—	—	2,059,050	18.2	—	451,297	15,045	7	91		
31 Dec. '6	38.5	—	—	—	—	—	—	Warren	1,219,504	—	454,219	731,050	1,010,000	—	1,741,550	51.0	—	265,430	69,712	29	—		
30 Sep. '6	93.5	—	—	—	13	12	216	W. at Jersey	4,285,593	343,098	—	1,675,138	2,114,000	19,643	4,628,691	98.5	191,672	385,199	130,002	—	—		
30 Sep. '6	142.0	—	—	—	28	32																	



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running date (—) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger.	Freight, etc.		Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
									Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.						Balance Total, incl. all other assets and liabilities.		Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.	Balance Total, incl. all other assets and liabilities.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

Th.12 F.13 Sat.14 M.15 Tu.17 W.18

## FEDERAL STOCKS:—

U. S. 6s, 1871, reg.	119	---	---	---	---
U. S. 6s, 1871, coup.	122	---	---	---	---
U. S. 6s, 1874, reg.	---	---	---	---	---
U. S. 6s, 1874, coup.	112	---	---	---	---
U. S. 6s, 1886, coup.	---	---	---	---	---
U. S. 6s, 10-40s, coup.	101	101	101	101	101
U. S. 6s, 10-40s, reg.	---	---	---	---	---
U. S. 6s, 1881, reg.	---	---	---	---	---
U. S. 6s, 1881, coup.	110	111	111	111	110
U. S. 6s, '81, O.W.Ly.	---	---	---	---	---
U. S. 6s, 1881, "49	---	---	---	---	---
U. S. 6s, 1888, reg.	---	---	---	---	---
U. S. 6s, 1888, coup.	140	---	---	---	---
U. S. 6s, 5-20s, reg.	110	110	110	110	110
U. S. 6s, 5-20s, c. '82	110	110	110	110	110
U. S. 6s, 5-20s, c. '84	107	108	108	108	107
U. S. 6s, 5-20s, reg. '85	107	108	108	108	107
U. S. 6s, 5-20s, c. n. '85	108	108	108	108	108
U. S. 6s, 5-20s, r. n. '85	107	107	107	107	107
U. S. 6s, 5-20s, c. n. '85	106	107	107	107	106
U. S. 6s, 5-20s, r. n. '87	106	107	107	107	106
U. S. 6s, 5-20s, c. n. '87	106	107	107	107	106
7.30 Notes, 2d series	105	106	106	106	105
" " 3d series	105	106	106	106	105

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 17.

W.11 Th.12 F.13 Sat.14 M.15 Tu.17

Catawissa	preferred	26	26	27	27
Camden & Amboy	126	126	126	126	126
" " 6s, '70	---	---	---	---	---
" " 6s, '75	---	---	---	---	---
" " 6s, '85	---	89	---	89	89
" " 6s, '88	---	---	---	---	---
" " mort. 6s, '89	97	97	97	97	98
Del. Div. Canal	---	---	---	---	---
Elmira & Wmport	31	---	---	---	---
" " pref.	---	---	---	---	---
" " 7s	95	---	---	---	---
Lehigh Navigation	---	28	28	28	28
" " 6s, '84	---	---	87	---	87
Lehigh Valley R. R.	53	53	53	53	53
" " 6s	96	---	---	---	---
Little Schuylkill R. R.	---	---	---	---	29
" " 7s	---	---	---	---	---
Minehill	---	---	57	---	---
Morris Canal	---	---	---	---	---
" " pref.	---	87	---	---	---
" " 6s '70	---	---	---	---	---
North Pennsylvania	33	---	---	---	---
" " 6s	88	---	---	---	88
" " 10s	115	---	---	---	---
Northern Central	44	44	---	---	44
Pennsylvania R. R.	55	55	55	55	55
" " 1st m. 101	---	---	---	101	---
" " 2d m.	98	---	---	---	---
Penn. State, 6s 1st series	104	---	104	---	---
" " 6s, 2d series	---	106	---	---	106
" " 6s, 3d series	108	---	108	---	---
" " 6s, W. L.	99	99	102	102	---
Philadelphia City, 6s	99	99	100	99	---
" " new 108	103	103	103	103	---
Philad. Germ. & Nor.	66	---	---	---	67
Phila. & Reading	46	46	47	46	46
" " 6s, '86	---	---	---	---	---
" " 6s, '70	100	100	---	---	---
Philadelphia & Erie	26	26	26	26	---
" " 6s	---	---	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	12	---	22	---	---
" " pref. 22	---	22	71	70	---
" " 6s '82	---	98	---	---	66
" " 6s '76	---	---	---	---	---
" " 6s '72	---	---	---	---	---
Susq. Canal	16	16	---	---	17
" " 6s '75	---	62	---	---	62
Union Canal, pref.	---	---	---	---	---
" " 6s '83	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---
" " bonds	---	---	---	---	---
Hestonville, (Horse)	---	10	---	---	---
Chestnut & Wal.	---	---	---	---	---
Green & Coates	---	---	---	---	---
2d and 3d streets	---	58	---	---	---
Spruce & Pine	24	---	---	---	---

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 17.

W.11 Th.12 F.13 Sat.14 M.15 Tu.17

Baltimore City 6s, 1875	99	99	---	---	---
" " 1888	---	99	---	---	---
" " 1870	---	---	---	---	---
" " 1890	---	97	97	---	---
" " 1893	94	---	94	---	---
Balt. and Ohio	---	---	128	---	---
" " b'ds '82	---	---	---	---	---
" " " '75	---	---	---	---	---
" " " '80	---	---	---	---	---
" " " '85	99	98	---	---	---
Marietta & Cin. 1st m.	93	92	---	92	92
" " 2d m.	75	73	---	73	---
Northern Central	44	44	44	45	45
" " b'ds, 1885	---	---	---	---	---
" " " 1900	---	---	---	---	---
City Passenger R. R.	---	---	19	---	---

## Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

Th.12 F.13 Sat.14 M.15 Tu.17 W.18

Boston and Albany	148	---	---	---	148
Boston and Lowell	---	128	---	---	---
Boston and Maine	139	138	---	---	140
Boston and Providence	---	---	---	---	141
Boston Hartford & Erie	14	14	14	14	13
Cheshire, pref.	64	---	---	---	64
Concord	---	---	---	---	---
Connecticut River	---	125	---	---	---
Eastern	117	117	118	118	118
Fitchburg	130	130	130	130	130
Manchester & Law'reo	---	---	---	---	---
Michigan Central	---	113	113	113	113
Northern N. H.	---	120	---	---	---
Ogdens & Lake Champ	62	61	---	---	---
Old Colony & Newport	90	90	90	91	---
Ph. Wil. & Baltimore	---	64	64	---	64
Port'd, Saco & Ports	104	103	103	102	---
Vermont & Canada	99	---	---	---	99
Vermont & Mass.	---	58	---	---	---
Broadway (Horse)	---	---	---	58	---
Cambridge	100	100	100	99	---
Metropolitan	---	64	---	---	65
Middlesex	---	---	---	---	---
Central Mining Co.	---	---	---	28	---
Copper Falls	22	---	---	23	---
Franklin	15	---	---	16	---
Huron	---	---	---	---	---
Ile Royale	---	---	---	---	---
National	---	---	---	---	---
Minnesota	---	---	---	---	---
Pewabic	8	---	---	---	8
Pittsburg	---	23	23	23	24
Quincy	---	29	---	---	---
Rockland	---	---	---	---	---

## London Stock Exchange.

The following were the closing prices for American Securities Feb. 21st, and 28th:

	Closing	Prices
United States, 5-20s, 6 per cent 1882	72	72 1/2
Do. do. 6 do. 1884	70	72
Do. do. 6 do. 1885	71	71 1/2
Do. do. 6 do. 1888	87	89
Do. Bonds 5 p. ct. 1874	70	72
United States 10-40s, 5 per ct. 1894	67 1/2	68
Massachusetts State 5 per cent	85	87
Virginia State, 5 per cent	50	52
Do. 6 per cent	50	52
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55	60
Do. do., 2d mort., 1881	53	58
Do. Penn., 1st mort., 1877	55	60
Do. do., 2d mort., 1882	53	58
Do. do., consol. mort. bonds, 1890	25 1/2	26
Detroit and Mil. 1st mort. 7 p. c. 1884	53	61
Do. 2d mort. 8 per cent	59	63
Erie shares, \$100 (all paid)	49 1/2	46
Do. Preference ditto	71	73
Do. 3d mort., 1883, 7 p. c.	62	66
Illinois Central, 6 p. c., 1875	88	92
Do. \$100 shares (all paid)	88 1/2	89 1/2
Do. 7 p. c., 1875	78	80
Marietta & Cin. R. R. bonds, 7 p. c.	65	67
Mich. Cen. convertible, 1889, 5 p. c.	68	72
Do. S. P. 1st mort., 8 p. c., 1882	67	70
New York Central \$100 shares	---	67
Panama R. R. 2d mort., 1872, 7 p. c.	104	106
Penn. R.R. bonds, 2d mort. con. 6 p. c.	92	94
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82	84
Do. with option to be paid in Phil.	82	84

## American Railroad Journal.

Saturday, March 21, 1868.

## Stock Exchange and Money Market.

Money has been decidedly active, all the week, especially since Monday. The wants of speculative borrowers have been unusually urgent, while lenders have been less disposed to make advances on railway and miscellaneous share collaterals, in view of the disturbance of values at the Stock Boards, resulting from the energetic prosecution of the fierce war of the bulls and bears in the Erie property. The available offerings of capital have been much less extensive. The Sub-Treasury has been adding to its cash balances, while the banks have been losing legal tender, specie and deposits, in considerable amounts. It is believed, however, that the Government office will largely reduce its lawful money reserve, in a day or two, by free disbursements partly on account

of purchases of Seven-thirties, which the Department is retiring as rapidly as practicable. It has bought in, or converted, some six or seven millions of this maturing loan, since the 1st inst. The city banks in their last return indicate a decrease of \$6,548,610 in the deposits, \$2,278,178 in the legal tender reserve, \$969,532 in the specie hoard, and \$2,340,602 in the loan averages; with an increase of \$59,424 in the circulation. The closing rates for money on Wednesday were full 7 per cent. on call, to the very best street borrowers, and from 7@9 per cent. per annum in the discount line. At these figures, the inquiry for accommodation has been remarkably brisk.

The specie reserve of the city banks is now \$19,744,701, against \$9,968,722 same time last year. The city bank deposits are now \$201,188,470, against \$197,958,804 week ending March 16, 1867. The legal tender reserve amounts to \$54,738,866, against \$62,813,039 same time last year. The circulation now stands at \$34,213,381, against \$33,490,688 same time last year. The loans are now \$54,738,866, against \$62,813,039 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$115,213,000 a day, against a daily average of \$103,203,000 the preceding week, and \$141,022,000 the week ending with Feb. 29, 1868. The current week's exchanges average about \$102,161,885 a day. The city banks, last week, lost \$2,278,178 of legal tender, \$6,548,610 in the deposit line, and \$969,532 of their specie reserve. They reduced their loans, \$2,340,602; and increased their circulation, \$59,424.

The Philadelphia Bank movement the past week shows an increase in loans of \$285,946 an increase of \$18,871 in specie; a decrease in legal tenders of \$495,655; a decrease of \$303,311 in deposits; and an increase of \$686 in circulation. The Bank Clearings show a decrease of \$1,365,357, and the balances, a decrease of \$901,991.

National Bank notes to the amount of \$131,390 were issued last week, making the total issue to 1,673 banks thus far, \$306,730,721, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$6,947,165, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,845,790,) an actual circulation at this date, of \$299,783,556. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,637,400; and for the public deposits, \$38,177,950—making a total of \$379,815,350. The Treasury Department last week redeemed and destroyed \$392,200 of worn and mutilated fractional currency, and issued \$790,798 of new. The outstanding amount of fractional currency on the 1st inst. was \$32,307,948, against \$32,246,439 on the 1st of Feb. 1868.

The U. S. Sub-Treasury receipts, week ending with Mar. 14, were \$12,214,099, including \$2,542,325 from customs duties; payments, \$10,458,475, including \$433,000 of coin interest; balance at the close of the week, \$105,343,522, against \$102,587,898 at the close of the preceding week, showing an increase of \$2,755,625. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday,

\$3,289,130 including \$376,070 from customs; and payments, \$2,894,782; on Tuesday, receipts, \$1,514,547 including \$415,993 from customs, and payments, \$1,431,446. The balance at the close of business on Tuesday stood at \$105,820,972, against \$102,011,491 a week previous; and \$99,427,943 on Feb. 25, 1868. The office will presently make some heavy disbursements, to the great relief of the extreme stringency in the Money Market.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was \$245,369,740; aggregate redemptions, \$209,565,000; leaving outstanding certificates to the amount of \$35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of March, \$25,699,360, against \$29,619,280 on the 1st of February, 1868.

Government revenues have been on a moderate scale, since our last. The excises have been less prolific, while the customs have yielded fairly. The excises, last week, yielded some four millions, against \$5,458,629 the preceding week; customs at the port of New York, \$2,542,325 and at the outports, about \$850,000 (in coin) more, making the grand total income for the week equal to about \$8,665,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about \$140,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to Feb. 15, 1868, \$988,784.

Gold has been in much less request, since our last, particularly on speculative account, and the price has been depressed, having fallen on Wednesday, as low as 138 $\frac{1}{2}$ @138 $\frac{1}{4}$ , as against 139 $\frac{3}{8}$ @139 $\frac{1}{2}$  the preceding Wednesday. The severe pinch in money has had the effect of seriously embarrassing the speculative element, and preventing anything like confident operations for a rise. The customs call for gold has been fair, while the export has been quite moderate. The *Russia* on Wednesday carried off \$121,913 in specie. The latest quotation on that day was 138 $\frac{3}{8}$ .

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$1,256,087, against \$370,093 same time last year. The customs demand for Gold last week, averaged \$423,721 a day; thus far, this week, it has been equal to \$396,081 a day, or equal to a weekly aggregate of \$2,376,186. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$506,908 and from California, none. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$78,817,248, against \$90,978,093 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$23,573,010 against \$30,458,213 same time in the preceding fiscal year, showing a decrease of \$6,885,202 in 1867-'68. The exports of specie from this port, last week, were \$1,096,916, against \$247,744 same week last year. The exports of specie, hence, since July 1, 1867, have been \$41,406,246, against \$22,932,321

same time in 1866-'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$433,000, and since July 1, 1867, \$53,952,606, against \$36,133,340 same time in 1866-'7. The specie exports from San Francisco, from Jan. 1, to Feb. 15, 1868, were \$4,909,745, against \$6,268,078 same time last year.

Foreign Exchange has been more actively sought after at firmer prices; but it closes in favor of purchasers, the supply having gained on the demand, which was quite moderate for the outgoing steamers of Wednesday.

Bankers' prime sixty day bills on London closed on Wednesday at 109 $\frac{1}{2}$ @109 $\frac{1}{4}$ , and on Paris to 5.16 $\frac{1}{4}$ c.@5.15 $\frac{3}{8}$ ; sight bills on London to 109 $\frac{7}{8}$ @110 $\frac{1}{8}$ , and on Paris to 5.13 $\frac{1}{2}$ c.@5.12. The offering of produce bills have been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,052,946, against \$4,315,398 same week last year; total, since July 1, 1867, \$127,663,005, against \$136,286,999 same time in 1866-'67.

Government securities were in very good request early in the week at advancing figures, but toward the close, the offerings were augmented, partly by the money pressure, and prices receded a fraction, on a less confident business speculative holders, in need of current funds for Stock Exchange purposes, were realizing on their investments in the national interest bearing obligations, on Tuesday and Wednesday; and to this process was traced most of the depression noticeable, late in the week, under review. The very latest dealings indicated more steadiness, with symptoms of animation and buoyancy.

U. S. sixes of 1861 closed here on Wednesday at 110 $\frac{1}{2}$ @110 $\frac{3}{4}$ ; U. S. Five-twenties of 1862, 110@110 $\frac{1}{4}$ ; U. S. Five-twenties of 1864 at 107 $\frac{3}{4}$ @108; U. S. Five-twenties of 1865 at 108 $\frac{3}{8}$ @108 $\frac{3}{4}$ ; U. S. Five-twenties of 1865, consolidated, 105 $\frac{3}{4}$ @106; U. S. Five-twenties of 1867, 106 $\frac{7}{8}$ @107 $\frac{1}{8}$ ; U. S. Ten-forties at 100 $\frac{3}{4}$ @101, and U. S. Seven-thirties at 105 $\frac{3}{4}$ @106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of  $\frac{1}{8}$ @ $\frac{1}{4}$  of 1 per cent. on these figures:

May, 1865 .....	118 $\frac{1}{4}$	September, 1865..	116 $\frac{1}{2}$
August, 1865.....	117 $\frac{1}{4}$	October, 1865....	116
U. S. three per cent. certificates .....	100 $\frac{1}{4}$		

Government paid off \$50,202 of the matured loan of 1847-'67, in February.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 4.	Mar. 11.	Mar. 18.
Consols.....	93 $\frac{1}{8}$	93 $\frac{1}{4}$	93 $\frac{3}{8}$
U. S. 5-20's of 1862....	71 $\frac{1}{2}$	71 $\frac{3}{4}$	72 $\frac{1}{4}$
Erie.....	47 $\frac{1}{2}$	48 $\frac{1}{2}$	46 $\frac{1}{4}$
Ill. Central.....	89 $\frac{1}{2}$	89 $\frac{1}{4}$	89 $\frac{3}{8}$

Railway and miscellaneous share property has been less confidently dealt in, and further depressed in price, by extensive realizations, on speculative account, partly resulting from the extraordinary activity and closeness in Money; and partly from the unprecedented conflict for the control of the Erie Road. There has been a very general and decided settling of values, leading to much embarrassment among operators; and a number of more or less important failures.

General business has been less animated, in all the leading branches. Breadstuffs closed in favor

of buyers. Provisions, rather more firmly. Middling upland cotton closed buoyantly at 25@25 $\frac{1}{4}$  cts., per lb. The stock of cotton now here is estimated at about 62,500 bales. The receipts at the port this week, have averaged about 3,200 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,751,000 bales, against 1,446,000 bales same time last year; exports, same time 1,141,000 bales, against 827,000 bales same time last year; stock on hand at latest dates, 350,000 bales, against 598,000 bales same date last year. Bees have been in more demand and somewhat firmer this week, ranging from 12@19c. per lb.; week's receipts, 4,979. Veal calves in better supply and less request at from 10@13 $\frac{1}{2}$ c. per lb.; receipts, 1,180. Sheep and lambs moderately active at barely steady prices, ranging from 6@9 $\frac{1}{2}$ c. per lb.; receipts, 14,962. Swine quiet at from 8 $\frac{1}{2}$ @9 $\frac{3}{4}$ c. per lb., all live weight, receipts, 10,720. The movements in general merchandise have been on a restricted scale, though buyers, in most instances have had any existing advantages as regards price. There has been less movement in the dry goods line. The firmness of the principal holders of seasonal fabrics has tended to check operations. The inquiry for domestic cotton has fallen off materially, and less buoyancy has been noticeable in the market. Woolens have not varied in value essentially, but have not been selling freely. Foreign goods have been in moderate request and dress fabrics have been generally steady. The total imports of foreign dry goods, last week, were \$2,031,293, and the total amount marketed \$2,184,305. The value of foreign merchandise imported last week, was \$2,532,061—making the grand total specie value of last week's imports of dry goods and merchandise, \$4,563,354, against \$4,601,700, same week last year; total since July 1, 1867, \$159,662,863, against \$190,493,671 same time in 1866-'67. The ocean freight market has been quiet since our last, and rates have been depressed. For Liverpool we quote flour at 2s.@2s. 3d. by sail, and 2s. 6d. by steamer, per bbl.; grain at 6d. @6 $\frac{1}{2}$ d. by sail, and 8d.@8 $\frac{1}{2}$ d. by steamer, per bushel; cotton at  $\frac{1}{4}$ @ $\frac{5}{16}$  by sail, and  $\frac{5}{16}$ @ $\frac{1}{8}$  by steamer, per lb.; and heavy goods at 25s.@30s. by sail, and 32s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday 506.

The New York exports, exclusive of specie, for the week ending Mar. 17, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week .....	\$4,315,398	\$4,025,946
Prev. reported .....	37,279,964	32,467,174

Since January 1.....\$41,595,362      \$36,520,120

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods .....	\$2,272,278	\$2,031,293
Gen. merchandise.....	2,329,422	2,532,061

Total for the week.... \$4,601,700      \$4,563,354  
Previously reported.... 47,942,601      38,190,554

Since January 1.....\$52,544,301      \$42,753,908

The balance in the Sub-Treasury on Wednesday was \$101,229,577 89.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—



**New York.**—New York State 6s, 1872, 101; Michigan 6s, 1883, 95; Georgia 7s, 86; do., 6s, 73½; Brooklyn 6s W. L., 97; Galena and Chicago 1st mort., 100½; Long Dock bonds, 97½; Memphis and Charleston 2d mort., 70; Pacific R. R. 7s, guar. by Mo., 90; Rensselaer and Saratoga R. R., 84¾; Hannibal and St. Joseph, 74½; do., pref., 80½; Stonington, 90; Union Navigation, 20½; Boston Water Power, Co., 20½; Adams' Express Co., 76; Merchants' Union Exp., 34¾; U. S. Express, 70; Wells Fargo Exp., 36; Am. Exp., 68½; American Coal, 45; Central Coal, 48; Western Union Telegraph, 34; Am. Exchange Bank, 117¾; Bank of Commonwealth, 108; Shoe and Leather Bank, 112; Metropolitan Bank, 136; Mechanics' Bank, 123; Central National Bank, 105½; St. Nicholas Bank, 108; Ocean Bank, 102½; Park Bank, 150; Fourth National Bank, 104½; Bank of Commerce, 117; Tenth National Bank, 101¼; Ninth National Bank, 104; Consol. Gregory Gold, 3.10; Corydon, 0.35; Davidson Copper, 0.42; Edgehill Mining, 3.80; Keystone Silver, 0.02; Liberty, Gold, 0.03; La Crosse Gold, 0.46; Montana Gold, 0.80; New York Gold, 0.56; Quartz Hill Gold, 1.05; Rocky Mt. Gold, 0.17; Reynolds Gold, 0.01; Smith and Parmalee Gold, 2.60; Wallkill Lead, 0.26; Buchanan Farm petroleum, 0.42.

**Philadelphia.**—Steubenville and Indiana 1st mort 69½; Lehigh Coal and Navigation 6s, gold loan, 91½; West Jersey R.R. 6s, 90; North Penna. 7s, 85; Morris Canal Boat Loan, 85; Phila. and Erie 7s, 79; Phila. and Reading mort., 6s, 1843-80, 93½; Belvidere Delaware 3d mort., 6s, 80½; Phila. and Trenton R. R., 125; Pittsburg 5s, 72¾; New Jersey State 6s, 103; Allegheny Co. coupon 5s, 75¼; Chestnut and Walnut street R.R. 6s, 83; Feeder Dam Oil, ½; Hazleton Coal, 47; Green Mt., 3½; N. Y. and Middle Coal Fields, 3.44; New Creek Coal, ¼; Shamokin Coal, 5¼; Buck Mt. Coal, 45; St. Nicholas Coal, 7½; Corn Exchange Bank, 73; Western Bank, 97; Girard Bank, 60¼; City Bank, 72; Commercial Bank, 61; Bank of Republic, 97; Penn. National Bank, 59; Philadelphia Bank, 161; Farmers' and Mechanics' Bank, 181. The latest quotations are: City 6s, 99¾@100; do., free of tax, 103@103½; State 5s, reg., 98@98½; do., coupon, 96@96½; do., 6s, W. L., 102@102½; Reading, 46½@46¾; do., 6s, 1870, 100¼@100½; do., bonds, 93@94; Camden and Amboy, 125@125¼; do., mort. 6s, 1889, 97@97¼; do., 1883, 89@89½; Penn. R. R., 54¾@55; do., 1st mort., 101@101½; do., 2d mort., 98@98¾; Little Schuylkill R. R., 29@30; Morris Canal, 30@50; do., pref., 88@89; do., bonds, 88@93; Wyoming Valley Canal, 39@45; do., 6s, 78@85; Susquehanna Canal, 14¾@16¾; do., 6s, 61@62½; Sch. Nav., 12@13; do., pref., 22½@23; do., 6s, 1882, 70¼@71; Union Canal bonds, 15@17; Delaware Div. Canal, 49@49½; do., bonds, 83@89; Elmira and Williamsport, 30@32; do., pref., 40@40½; do., 7s, 1873, 96@96½; do., 5s, 59½@60½; Lehigh Coal and Navigation, 28@28; do., bonds, 1884, 87¼@87½; North Pennsylvania, 32@33; do., 6s, 88@88¼; Philadelphia and Erie, 26¾@26½; do., 6s, 94@95; Minehill, 56¾@57; Catawissa, 6@10; do., pref., 27¼@27½; Lehigh Valley, 52¾@53; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 57½@57¾; West Philadelphia, 65@67; Spruce and Pine, 24@24¼;

Green and Coates, 30@30; Chestnut and Walnut, 45@45½; Thirteenth and Fifteenth, 16@17; Girard College, 27@27; Tenth and Eleventh, 64@64½; Union, 37@37; Hestonville, 10@11¾.

**Boston.**—Connecticut and Passumpsic Rivers pref., 82¾; Indianapolis and Cincinnati, 29½; Boston and Maine new stock, \$50 paid, 80½; Boston and Lowell, old stock, 128; Old Colony and Newport 7s, 1877, 102¾; Vermont Central and Vermont and Canada 8s, 1877, 102; Rutland and Burlington 1st mort., 146; do., 2d mort. 7s, 55; Central Pacific 7s, 108¾; Cheshire R. R. 6s, 92; Boston, Hartford and Erie 7s, 63; Ogdensburg 1st mort., 100; Vermont Central 1st mort., consolidated, 70¼; Stanstead, Shefford and Chamby 7s, 1887, 68; Eastern R. R. 6s, 1874, 95; Boston Water Power Co., 20¾; Cary Imp. Co., 7¾; Essex Co., 117½; Maine 6s, 1883, 100¼; Connecticut 6s, 1881, 100; Massachusetts 5s, 1894, 107; Boston City 6s, 1877, currency, 103½; Augusta 6s, 1887, 94; Portland 6s, 1877, R. R. Loan, 95½; do., Building Loan, 97½; Gardiner 6s, 1870, 97¼; St. Louis 6s, 1887, 86; do., gold, W. L., 99¾; Louisville 6s, 1886, 82; Chicago 7s, municipal, 97¾; do., sewerage, 99½; Chelsea 5½s, 1883, 92½; Albany 6s, 1879, 95½; Augusta 6s, 1887, 91¼; Boston Gas Light, 792½; National Bank of Commerce, 122¼; North National Bank, 117½; Webster National Bank, 112¾; Merchants' National Bank, 120¼; Market National Bank, 110¾; State National Bank, 107; Suffolk National Bank, 120; Old Boston National Bank, 65; Exchange National Bank, 150¼; Second National Bank, Granite, 150¼; Fannell Hall Bank, 129¾; Eagle National Bank, 117¾; Blackstone National Bank, 132; Boston National Bank, 120; Eliot National Bank, 11½; Bay State Mining Co., 3; Petherick, 75c.; Allouez, 3¾; Hancock, 5¾; Phoenix, 4½; French Creek, 10c.; Superior, 1¾; Humboldt, 60c.

**Baltimore.**—Wilmington and Welden 7s, gold, endorsed by North Carolina, 86@86¼; Western Maryland 2d mort., guaranteed, 91; Central Ohio 1st mort., 87; N. W. Virginia 2d mort., 95; Orange and Alexandria R.R. bonds, 70; Parkersburg R. R., 30; Virginia 6s, old, reg., 45¼; do., 1867, reg., 44; do., 1866, reg., 45; Maryland 6s, 1870, ex-int., 100; Liberty Copper, 0.60; Atlantic Coal, 0.85; George's Creek, 70; Balt. and Cuba S. and M. Co., 47½; National Exchange Bank, 98; Mechanics' Bank, 11; Union Bank, 62; Franklin Bank, 13¾; Farmers' and Merchants' Bank, 45½. The latest quotations are: Balt. and Ohio, 128½@129; do., 6s, 1875, 96¾@97; do., 1880, 96¾@97; do., 1885, 98¾@98¾; Northern Central, 45@45; do., bonds, 1885, 84½@85¼; do., 1900, 83@85; Parkersburg Branch, 35@38; N. W. Va., 1st mort., 94@—; do., 2d mort., 94@95; do., 3d mort., 1873, 92½@92½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 92@92¼; do., 2d mort., 73¼@73½; Central Ohio, 36@37; do., 1st mort., 87@88; Western Md. 6s, 1890, 75@75; do., guar., 94@95; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99¾@99¾; do., 1886, 99@99½; do., 1890, 97¾@98; do., coupon, 99@—; do., Park, 97½@98¾; do., 1893, 94@96; do., 5s, 1838-70, 80@80; City Passenger R. R., 19@19½; Canton Co., 56½@—; Am. Gas Coal, 0.15

@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 70@70; Santa Clara, 1.50@2.00; Atlantic Coal, 0.82@0.84; Baltimore Coal, 290@—.

#### Hudson River Cement Works.

Up to the date of the destruction of the Works of this Company, at Jersey City, N. J., on the 17th of July last, they had been engaged for a period of *eighteen years* in the manufacture of a fine and superior quality of Hydraulic Rosendale Cement. During *twelve years* of this time Mr. J. H. Butts has acted as agent, and part of the time as Treasurer of the company; and for the last *six years* prior to the burning of the Works, as Secretary and General Superintendent. Their Works are now located on the West Bank of the Hudson River, at Kingston, N. Y., where they have ample facilities for manufacturing 600 bbls. per day, with a dock front of 500 feet, and sufficient depth of water to load the largest class vessels. We are assured by Mr. Butts, who still continues his services with them, that it is the determination of this company to maintain the high reputation acquired by them as manufacturers of a superior article, and one that is every way adapted to the construction of works where strength, durability, and resistance to the atmosphere and to the action of water are desired. The Cement is deliverable either at the Works, or in New York City. Address J. H. Butts, Agent, 95 Liberty Street, New York.

#### St. Louis and Iron Mt. Railroad.

The bill to restore the Iron Mountain Railroad to Mr. Allen, and confirm his title in it, which passed the State Senate some time since, but was defeated in the House, was reconsidered in the latter body on the 13th inst., stripped of its several restrictive amendments, and passed by a vote of 91 to 19. It was then returned to the Senate for concurrence in an amendment to exempt Gov. Fletcher from any legal action for seizing the road, and was immediately passed by an unanimous vote. The enterprise is an important one, and the road, it is said, will now be pushed rapidly forward, so that in one year trains will run from St. Louis to Mobile and New Orleans.

#### Pittsburg and Connellsville Railroad.

The Mayor of Baltimore having failed to approve the ordinance for the renewal and extension of the mortgage debt due the city of Baltimore by the Pittsburg and Connellsville Railroad Company, and to fund the arrears of interest due thereon, recently passed by a three-fourths vote in each branch of the City Council, it was promptly passed over the veto: in the first branch by a vote of 19 to 3; and in the second branch by a vote of 8 to 2. It will go into effect immediately. The ordinance was published in full in our last issue.

#### Kent County Railroad.

The Chestertown (Md.) News says that the board of directors of the Kent County Railroad had another meeting at their office in Chestertown on Thursday last, and that there is a good prospect for the early completion of a contract with a New York company, upon terms much more favorable than any heretofore offered. Should this contract be consummated the unavoidable delay in the commencement of the road will inure greatly to the benefit of the company.

**Railroad Earnings.—Weekly.**

The earnings of the Chicago and Alton Railroad for the second week in March, 1868, were.....\$65,182 00  
Corresponding period previous year .. 62,000 00

Decrease.....\$3,182 00

The earnings of the Chicago and Northwestern Railroad for 2d week in Mar., 1868..\$189,816 50  
Corresponding week previous year .. 167,140 48

Increase.....\$22,676 02

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of March, 1868, were.....\$51,644 00  
Same week in 1867..... 53,569 00

Decrease.....\$1,925 00

The earnings of the Atlantic and Great Western Railway for the second week in Mar., 1868, were.....\$70,208 00  
Corresponding week previous year.... 99,796 00

Decrease.....\$29,588 00

The earnings of the Michigan Central Railroad for the 1st week in Mar., 1868, were..\$53,543 00  
Corresponding week of previous year.. 93,193 00

Decrease.....\$39,650 00

**Hudson River West Shore Railroad.**

A company has been incorporated with a capital of \$4,500,000, to build a first class double track road from Jersey City to Athens, a distance of 115 miles, connecting by the Albany and Schenectady Railroad with the New York Central at Schenectady. The road is located on the bank of the river the whole distance, commencing at Jersey City, opposite the lower part of New York, passing under the Palisades, around West Point, on an easy curve of 4°; under Cro' Nest, and thence along the river bank to its terminal point at Athens. The company have an absolute grant from Congress along the whole river front of the Military Reservation at West Point.

Twelve miles of the road are now under contract, and it is proposed to place the line as far as Newburg under contract within sixty days. The iron for the roads as far as Newburg has been purchased by the company, to which point they expect to open the road within a year, and throughout its whole length within two years. The advantages of the road are—a shorter route to the West, a more direct route to Saratoga, Catskill, Cornwall, West Point, and other salubrious and favorite resorts on the west shore for Summer residence. The landing of passengers opposite all the ferries, from Forty second street down to Cortlandt street, will be a convenience to business men who reside out of town that cannot fail to be appreciated.

A Dominion Telegraph Company has been organized, with headquarters at Toronto, in opposition to the Montreal Telegraph Company. Lines are immediately to be erected to all business points. Contracts for the poles are given out. The lines will connect on the United States side with the wires of the Atlantic and Pacific Company, in opposition to the Western Union lines.

The Wayland and Sudbury Branch Railroad Corporation, having secured their charter, have entered promptly into the business before them. A board of five directors, with Capt. Edward Pousland for President, have recently been chosen.

**Commerce of New York.**

The foreign imports at New York for the month of February, are officially stated as follows:

1867.	1868.
Entered for consumpt'n..\$13,364,912	\$10,386,053
Do. for warehousing.... 11,211,014	9,297,632
Free goods..... 918,364	718,777
Specie and bullion..... 136,491	415,875

Total entered at port...\$25,630,781	\$20,818,337
Withdrawn fr. wareh'use 11,794,156	9,049,339

The foreign imports at New York for the two months from January 1st, were:

1867.	1868.
Entered for consumpt'n. \$24,411,768	\$18,241,883
Do. for warehousing... 20,298,716	15,945,503
Free goods..... 1,636,174	1,497,073
Specie and bullion.... 263,210	552,449

Total entered at port.. \$46,609,868	\$36,236,908
Withdrawn fr. wareh'se 21,174,640	15,780,963

The foreign imports at New York for eight months of the fiscal year, were:

1867.	1868.
Six months ending Jan- uary 1st.....\$143,210,153	\$80,810,284
January..... 20,979,087	62,631,151
February..... 25,630,781	6,565,563
	2,302,092

Total 8 months.....\$189,820,021	\$152,309,090
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The duties received at New York for eight months ending with February, were:

1867.	1868.
Six months ending Jan. 1.....\$60,531,571 82	\$54,731,301 44
In January..... 9,472,248 48	7,133,428 42
In February..... 11,466,418 42	9,696,752 30

Total 8 months....\$81,470,238 72	\$71,561,482 25
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The exports from New York to foreign ports in the month of February, were:

1867.	1868.
Domestic produce.....\$14,615,040	\$13,543,674
Foreign free goods..... 36,803	36,387
Do. dutiable..... 800,663	441,528
Specie and bullion..... 2,124,461	4,203,825

Total exports.....\$17,576,967	\$18,225,414
Do. exclusive of specie. 15,452,506	14,021,589

The exports from New York to foreign ports for two months from January 1st, were:

1867.	1868.
Domestic produce..... \$27,526,729	\$27,310,170
Foreign free goods.... 151,010	49,067
Do. dutiable..... 1,223,414	1,110,679
Specie and bullion.... 4,675,812	11,553,650

Total exports.....\$33,576,965	\$40,023,566
Do. exclusive of specie 28,901,153	28,469,916

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

1867.	1868.
Six months ending Jan. 1st.....\$84,590,637	\$91,143,385
January..... 13,448,647	14,448,327
February..... 15,452,506	14,021,589

Total produce.....\$113,491,790	\$119,613,301
Add specie..... 21,447,082	38,759,936

Total exports.....\$134,938,872	\$158,373,237
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The contractors on the Queen Anne's and Kent Railroad have commenced work at Millington. Some 300 hands are now engaged grading the road. The directors have determined to locate stations at Millington, Sudlersville, Cox's, Carville's and Centreville. Thomas J. Keating, Esq., has been elected counsel for the board.

**Journal of Railroad Law.**

WHO ENTITLED TO STATUTORY DAMAGES AT THE DEATH OF A PARTY THROUGH THE NEGLIGENCE OF A RAILROAD COMPANY.

The facts in the late case of *Waldo vs. Goodsell*, Executor (33 Conn. 432) were that in a disaster on the Hartford and New-Haven Railroad Company, through its negligence, a husband and wife having no children, were injured at the same time, and both died, but the husband a little before the wife.

McCurdy, J.—In this case, it being a bill of interpleader, the petitioners are merely nominal parties, and the real controversy is between the two respondents, Goodsell as the representative of Andrew D. Euson, and Shelton as the representative of Catherine S. Euson his wife.

At the common law, as is well known, neither of the respondents could have any position in court. Whatever right pertains to either, results from the recent legislation in this State. The statute of 1848 provides that an action for an injury to the person, whether the same do or do not result in death, shall survive to his executor or administrator. This statute was followed by the act of 1853, in relation to which there has been a decision in the case of *Goodsell vs. Hartford and New Haven Railroad Company* 33 Conn. 51. It was there held that the object and effect of the latter law is to select a certain class of cases, of which the present is one, and in respect to them limit the amount of damages and direct their distribution.

The question now is, what by the true construction of that statute is the line of distribution. The respondent Goodsell contends that the title of the widow to the damages was not vested in her at the time of the death of her husband, but that it was contingent and depended upon her being alive at the time of the recovery. The language of the statute is perfectly explicit, and we see nothing in it to warrant such an idea. The money is to be sued for and recovered by the executor or administrator of the husband in a case like this, for the benefit of the widow. There being no children the whole belongs to her. The right to it becomes fixed by the death of the husband and at his death. The only contingency is as to the time of payment. That depends of course upon a settlement or recovery. If her right depended upon the fact of her being alive at the time of the judgment in a law suit, there never could be a settlement with her which would be safe for the company. It would be in the power of the representative of the husband, who must be supposed to be in the interest of his heirs, to keep the case in court indefinitely in the expectation of her decease and a consequent change in the title to the property. The value of her interest and perhaps the means of her support might depend upon her winning in the strife between life and litigation. The husband could not bequeath the damages away from her, (as a part of her estate) and why should his executor be allowed to deprive her of it indirectly. The rule that her title rests absolutely in her at his death is simple, certain and consistent with both the language, and, as we think the obvious intention of the statute.

The language is similar to that of the law regulating a distribution of property to heirs. And



the question in such cases is, what heirs were living at the death of the ancestor.

The statute being preemptory, transferring the whole damages to the widow, it is difficult to see how there can be a division of them or an allowance to the executor of the husband, for any reason or any purposes. If the effect of this construction will be to give to the heirs of the wife what would seem to belong more justly to those of the husband, through whose suffering and death the estate had been acquired, it is within the power of the legislature to modify the law.

We advise that the damages be allowed to the administrator of Mrs. Euston, deducting the fees and expenses of the petitioners.

In this opinion the other judges concurred.

#### Imports at the Port of Boston.

The imports of foreign goods into the district of Boston and Charlestown from January 1, 1850, to December 31, 1867, yearly, inclusive, were as follows:

1850 .....	\$29,909,376	1859 .....	\$43,954,025
1851 .....	31,850,558	1860 .....	40,296,234
1852 .....	33,987,144	1861 .....	33,201,685
1853 .....	43,317,369	1862 .....	26,618,344
1854 .....	46,480,444	1863 .....	26,031,444
1855 .....	41,984,013	1864 .....	30,751,595
1856 .....	43,014,900	1865 .....	29,611,846
1857 .....	46,907,924	1866 .....	46,992,707
1858 .....	32,740,716	1867 .....	40,521,559

#### Muscataine, Council Bluffs and Omaha Air Line Railroad.

A convention was to have been held on the 16th of this month at Oskaloosa, Iowa, to take into consideration the feasibility of a railroad route from Muscatine on the Mississippi to Council Bluffs and Omaha on the Missouri River, at which point it would connect with the Union Pacific Railroad. At Oskaloosa this line would connect with the Des Moines Valley Railroad; at Muscatine with the Chicago and Rock Island Railroad; and at Peoria, Ill., with the Pennsylvania consolidated line direct to Philadelphia, New York and Boston. The gain in distance to Omaha by this route to Eastern cities it is estimated would be 153 miles.

#### Arrivals at the Port of Boston.

The following is a statement of the number of foreign arrivals at the port of Boston, for the last 30 years, say from 1838 to 1867 inclusive:

1838....1,313	1848....3,009	1858....2,874
1839....1,562	1849....3,111	1859....3,124
1840....1,628	1850....2,885	1860....3,425
1841....1,790	1851....2,872	1861....2,802
1842....1,788	1852....2,971	1862....3,051
1843....1,716	1853....3,042	1863....3,129
1844....2,174	1854....3,102	1864....3,006
1845....2,305	1855....3,178	1865....3,255
1846....2,090	1856....2,990	1866....3,023
1847....2,739	1857....2,985	1867....2,758

#### Chicago, Shawneetown and Nashville R.R.

This is the name of a new line which is to leave the Illinois Central at Mason or Edgewood, in Effingham County, and extend through Clay, Wayne and White or Hamilton Counties to Shawneetown, on the Ohio River, where it is to connect with the Hendersonville Railroad.

This road will tap a splendid grain and stock growing region, hitherto without connection with Chicago, and will intersect the Cairo and Vincennes Railroad which is now being built through an equally fertile region, whose trade is now carried to Evansville and Cincinnati. The com-

pletion of these two lines will send an immense amount of the products of this garden region to the markets of Chicago, and furnish its merchants and manufacturers with hundreds of new customers.

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1,000 TONS 56 lbs., RAILS ERIE PATTERN.  
" 58 lbs., " Fish Bar  
All best quality Welsh iron.

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54 Exchange Place, N. Y.

#### NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO  
MIDLAND RAILROAD COMPANY,  
ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the City of Oswego to the Village of Sidney Plains, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of Volney, Hastings, West Monroe, Constantia, Vienna, Lenox, Stockbridge, Eaton, Lebanon, Smyrna, North Norwich, Norwich, Oxford and Guilford, and that portion known as the Branch, from at or near East Guilford, in the town of Guilford, to Mt. Upton, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for BRIDGING only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.  
W. B. GILBERT, Chief Engineer.

## PROPOSALS

### For the Construction of a portion of the Summit Division of the Illinois and Michigan Canal.

OFFICE OF THE BOARD OF PUBLIC WORKS,  
CHICAGO, March 11, 1868.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of Public Works, at their office, until 11 A. M. Wednesday, April 15, for the construction of sections Nos. seventeen (17) to forty-four (44), inclusive, of the Summit Division of the Illinois and Michigan Canal—a distance of about eleven (11) miles.

Maps, profiles, and specifications will be exhibited at the office of said Board in Chicago.

There will be some 1,500,000 to 2,500,000 cubic yards (according to the line which shall be adopted) of earth excavation, some of it quite hard and embracing considerable detached rock, and about 90,000 cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the canal during the season of navigation.

It is believed, however, that most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

Proposals are invited on the present line of canal, and also on a new line, as follows, viz:

For the work on Sections 17 to 23, inclusive, according to the old line.

For the work on Sections 24 to 41, inclusive, bids will be received both for the improved old line and a new line.

For the work on Sections 42 to 44, inclusive, bids will be received both for the old line and a new line.

If a new line be adopted for any portion of the distance operations thereon may be continued the whole year. It is expected that the navigation of the canal will be suspended for at least five months in each year, unless otherwise mutually agreed by the Board and contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows, and cranes for the earth work, and drilling machines, pumping machinery, and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next, or as soon thereafter as navigation shall be suspended.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, indorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar (\$200) bond, with sureties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security as, according to their judgment, will secure the doing of the work according to the contract.

A. H. BURLEY,  
J. MCARTHUR,  
W. H. CARTER,  
WILLIAM GOODING,  
R. B. MASON,  
Board of Public Works.

412

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**Patent Smooth Belting.** (Patented Nov. 2<sup>d</sup> 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

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**Steam Packing** in every variety, and warranted to stand 300 degrees of heat.

**Solid Emery Vulcanite**—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

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 CAR, SHIP AND BRIDGE BOLTS,  
 IRON FORGINGS OF VARIOUS KINDS, Etc., Etc.  
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 Sheet Iron, R. G., 12 to 18.  
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 Block Tin, Bances and Straths.  
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 Iron Ware.  
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 Braziers' and Bolt Copper.  
 Rivets, Kettle Ears, etc.

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 Jersey City, known as the Jersey City Locomotive  
 Works, comprising 24 full lots of lands, with substantial  
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 machinery and tools, which are in excellent order, and of  
 the best description, and capable of turning out 6 to 8 first  
 class locomotives per month.

The character of the work turned out of the shops of  
 this company is well known, and has a high reputation on  
 most of the leading railroads in the United States. Ad-  
 joining and connected with these works are also offered for  
 sale, 26 lots of ground with the buildings thereon, and  
 which, added to the property of the Jersey City Locomo-  
 tive Works, make the whole one of the most desirable  
 establishments for the manufacture of locomotive engines  
 and other machinery in the country. The price and terms  
 will be made highly favorable, as the parties interested are  
 solicitous to close up the concern. Apply to  
 CHARLES KNEELAND, 49 William street.  
 W. G. HAMILTON, 21 Broadway.  
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**South Side Railroad, L. I.,**  
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\$350,000 First Mortgage Bonds of the  
 South Side Railroad Company of Long  
 Island FOR SALE.

These Bonds are SEVEN PER CENT. coupons, pay-  
 able 1st of March and September, at Atlantic National  
 Bank, Brooklyn; the mortgage covering the entire prop-  
 erty of the Company.

The South Side Railroad runs from the East River,  
 Brooklyn, through all the villages on the south side of the  
 island to Patchogue, distance 55 miles, 34 miles complete,  
 and the net earnings are now, during the winter months,  
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The road is graded to Islip, iron and ties on the line, and  
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 offered, as the arrangement of the stop is such as to note  
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 and found them to be perfectly satisfactory, have kindly  
 allowed Tiffany & Co. to refer to them:

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J. C. Griswold,	B. H. Bixby,	O. N. Cutler,
Leon. W. Jerome,	George Osgood,	S. D. Bradford,
Wm. M. Rysdyk,	W. M. Tilden,	J. V. Brokaw,
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Tiffany & Co., have also a full assortment of watches of  
 all desirable sizes and styles, of the same quality and finish  
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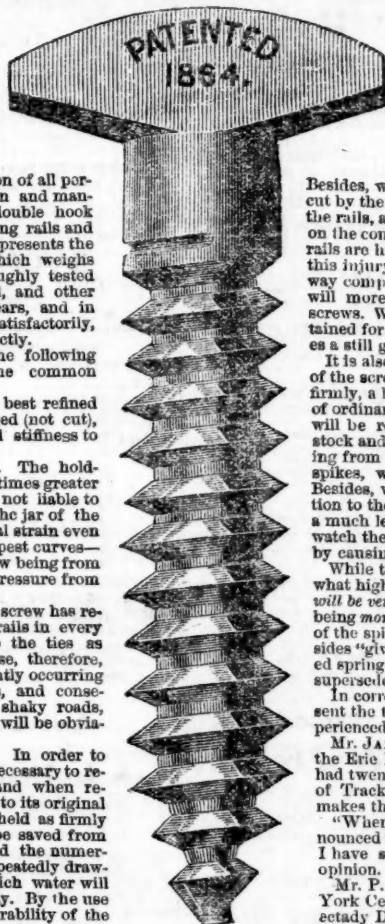
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

**First.**—They are made of the best refined iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

**Second.**—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

**Third.**—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

—Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 10th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

—Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

—Mr. A. F. SNYDER, Track Master, Albany, January, 1865, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

—Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, in the end they will be very much cheaper. The screw therefore being more economical, and by its use in place of the spike, making the roads more secure, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

—Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion."

—Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division), says, January 9th, 1866:—

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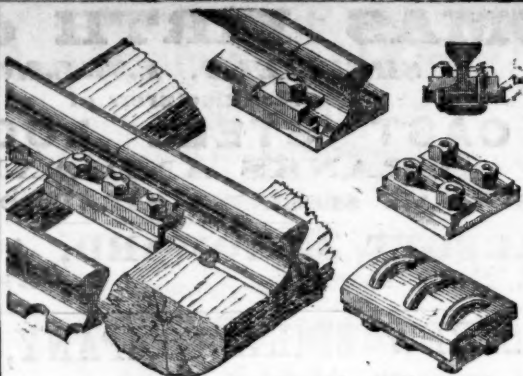
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